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SODA WATER (Bottle bottles) 60 "	
POTASH, Seltzer & R. P.	
SODA	60 "
LEMONADE	65 "
TONIC WATER	75 "
LITHIA WATER	75 "
GINGER ALE	75 "
SARSAPARILLA	75 "
ORANGE CHAMPAGNE	75 "
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STONE GINGER BEER	85 cents.
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A. S. WATSON & CO.,
LIMITED,
HONGKONG, CHINA & MANILA.

(25)

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be sent to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

To ensure speedy publication, communications that have already appeared in other papers will be inserted.

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DEATH.

At the Government Civil Hospital, on the 15th inst., ANDREW CARMY, master of the s.s. *King Lee*, a native of Melbourne, Scotland, aged 49—Singapore and Manila papers please copy.

HONGKONG OFFICE: 10A, DES VOEURS ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 18TH, 1910.

Where it not for the sad occurrence which has darkened Great Britain and incidentally thrown its shadow over the whole civilised world, the progress of THOMAS ROOSEVELT throughout Europe would have continued to attract the unprecedented interest and attention which followed the movements and utterances of this citizen of the United States on his emerging from darkest Africa. Still, as we pointed out before, the duty to the living is more clamant in its demands than that to the dead, and the sense of sorrow and grief should not blind us to what is happening around us or make us deaf to words of wisdom and warning. Especially do we commend to the consideration of all who have the interests of their race at heart the truths which garnished the remarkable oration delivered three weeks ago by the Ex-President before a brilliant assemblage at the Sorbonne in Paris. It was his first address in Europe, and we can quite appreciate the discrimination of ROOSEVELT in selecting the salient features of this discourse for telegraphic transmission. The words of the necessarily condensed cablegram revealed enough of the force and vigour of the man to suggest that the intellectual audience in

the great amphitheatre of the Sorbonne was stirred by the eloquence of Mr. ROOSEVELT on the most hackneyed of themes, but the more extensive accounts of the address which have come to hand show that he gave expression to thoughts which have a meaning for a larger audience than that which heard the tones of his voice. The world had already become accustomed to his vigorous discourses on various topics, but more especially on race suicide, and his return to the theme in discussing the importance of good citizenship in a republic is justified by its importance. The sermon is worthy of the preacher. It cannot fail to stir by its directness and common-sense. The exaltation of commonplace qualities and domestic virtues has been a favourite theme with poets and preachers, but notwithstanding the beauty of the lines in which the poet conveys his thought or the eloquence with which the preacher seeks to reach the hearts and minds of his audience the virtue inherent in "the daily task, the common round" is lost sight of by those whose eyes are fixed on material comfort or selfish ease. Undoubtedly men and women to-day need to be brought to a higher conception of their duties to the State and to the race. The innumerable interests which fill life to-day and make it immeasurably richer than that enjoyed by previous generations will prove nothing short of a calamity if it involves the disappearance of plain virtues and obvious duties. The peoples of America France and Britain have all to be reminded of what they owe to their country and to posterity. A falling birth-rate need not mean a sweeping indictment of the nation. It might involve rather a condemnation of the economic conditions which press hardly on the people. But, in the words of Mr. ROOSEVELT, nothing is more deserving of reprobatation than voluntary sterility. The most essential necessity still is that the man and woman should become the father and mother of healthy children, so that the race might increase and not decrease. Voluntary sterility, he asserted, is worse than a misfortune; it is a crime arising from selfishness, from the dread of pain and of peril, and it is one which Nature in the end will punish more severely than any other. That, indeed is the warning which cannot be too often repeated. The love of ease, the disinclination to undertake obvious duties, and a moral and physical decadence have been the prelude to the fall of empires in the past.

Mr. W. Swan, of the Eastern Extension Telegraph Company at Singapore, relates Mr. Beck at Hongkong.

It is satisfactory to note that of the seven cases of plague reported in Hongkong only two proved fatal.

Mr. A. H. Bate, of Messrs. Noronha & Co., 6, Des Voeurs Road, reported to the police that between 3 and 4.30 o'clock on Monday afternoon someone stole from his coat a silver watch and a gold chain with sovereign attached, of a total value of \$83.

The *Peking Daily News* states that it is rumoured that Sir John Jordan is not coming out again and that a gentleman who has been connected with the Hongkong and Shanghai Bank for a number of years will be appointed British Minister in Peking.

The return of visitors to the City Hall Library and Museum for the week ending the 15th May, 1910, shows that of non-Chinese there were 384 to the Library and 166 to the Museum, and of Chinese 140 to the former and 2,133 to the latter. The Library was, therefore, used by 524 persons and the Museum by 2,399.

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The Yokohama office of the C.P.R. on Monday received a wireless message from the *Empress of Japan*, which left Vancouver on the evening of the 4th inst., to the effect that all was well on board and the Commander expected to reach Yokohama on the 18th inst., at 6 p.m. The steamer was 1,250 miles distant from Japan when the message was received.

On the arrival of the P. & O. intermediate steamer *Sardinia* from Yokohama and Hongkong at Singapore on May 10th it was reported that a first-class lady passenger, Mrs. Longworth Baker, who was bound from Yokohama to London, disappeared from the ship on May 7th. It is supposed that she threw herself overboard.

Sergeant Pitt arraigned a native before Mr. E. R. Halliday at the Magistrate's yesterday on a charge of setting samshu without a licence at No. 18, Taitse-mui village. On a previous conviction the defendant was fined \$200, and this time, his Worship finding the offence proved, ordered him to pay a fine of \$400, the alternative being three months' imprisonment.

Prince Tsai T'ao, says the *Hawaiian Gazette*, was the most carefully guarded visitor ever entertained in Honolulu, and it appears to be the opinion of all who came in contact with him that he wanted the guarding. The prince was decidedly nervous in the presence of crowds. This fact, and the absence of any considerable crowds of the local Chinese at his receptions, are much commented on.

Dr. Francis E. Clark, medical officer of Hongkong, writes to the *Chicago Record-Herald* regarding his impressions of Manila. He says the tide of prosperity has set in. The Americans are great house-cleaners. They have improved the sewerage system and built great waterworks. Now cholera, plague, yellow fever and smallpox are as rare as formerly they were common, and Manila stands high in the list of sanitary cities.

Seven hundred emigrants, says the *Kobe Herald*, were to leave Kobe for Brazil by the steamer *Kyogin Maru*. The men are to be employed on the coffee plantations. This is the second batch of Japanese labourers for Brazil. It is reported that the Foreign Office has stopped the despatch of Japanese labourers to Peru for the time being, conditions there being somewhat unsatisfactory at present.

A native who was caught descending the stairway at No. 6, Second Street, at four o'clock yesterday morning with a bundle of clothes under his arm appeared before Mr. E. R. Halliday at the Magistrate's yesterday on a charge of larceny. He said he had been cooling himself by the roadway, and had returned to the wrong house. His Worship sentenced the defendant to ten days' imprisonment and six hours' stocks.

Among recent visitors to the *Chicago Record-Herald* was a well-known American writer, a year-and-a-half ago by writing a book relating to the Great Wall of China, which was speedily accepted by the reading public as one of the most remarkable contributions to literature on China that had been made for a long period. Dr. Gail is now on his way to Tientsin. He is at present engaged in a great tour through the Empire in the course of which he proposes to visit every one of the provincial capitals.

Eleven prominent business men of Tokyo, Yokohama, Nagoya, Osaka and Kobe have left Shimoda. Travelling through Korea and Manchuria, they arrive at Peking on May 25th and at Shanghai on June 20th, proceeding via Hankow, Tientsin, Nanking, Chinkiang and Suchow. Chinese papers dwell on this commercial tour with suspicion. They allege that the Japanese business men contemplate benefiting themselves at the expense of the Chinese. In this connection, a Chinese member of the International Press Association of Japan has been sending letters to many papers in China, with a view to allaying such misunderstandings.

VOLUNTEER RESERVES.

The eleventh competition for the Douglas Cup was held on 14th and 15th instants over the 800 yards range at the Peak.

The best scores registered were—

Sir Henry May	48 + 12 = 60
A. Jenkins	61 8 = 69
E. W. Terry	43 + 14 = 57
G. Gibson	46 + 4 = 50
Capt. Branch	42 + 4 = 46
J. Hutchings	32 + 14 = 46

The final shoot for this trophy will take place next month.

NEW CHINESE RAILWAY PROJECT.

The "Mineral Diplomat" of Paris gives some details concerning a new Chinese railway project, backed by an influential Shanghai group. It is proposed to build a line from Shanghai to Kienchun, a distance of about 100 kilometers, and an application for a concession has already been lodged with the Ministry of Communications. The line will follow the coast, traversing the plains of the Yangtze, and following the shores of the Bay of Hangchow. The promoters seek to build the railway with their own funds, and to make no appeal to the public until the work is completed.

THE DALAI LAMA.

With regard to the reports current concerning the future movements of the Dalai Lama, it is learned that he is expected in St. Petersburg in June. The matter has been discussed by the British and Russian Governments, and the former has raised no objection.

The Lama is described as a warm friend of Russia, and there is some reason to think that he may attempt to take the opportunity afforded by the visit to interest this country in his grievances against China. But, although relations between St. Petersburg and Peking are not of the happiest, it may be taken for granted that the Russian attitude will be identical with the British.

TELEGRAMS.

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[REUTERS' SERVICE TO THE HONGKONG DAILY PRESS.]

MR. ROOSEVELT IN LONDON.

LONDON, May 16th.
Mr. Roosevelt and family have arrived in London. The Ex-President had an hour's audience with King George and afterwards paid a visit to the Throne Room.

THE CRETAN PROBLEM.

LONDON, May 16th.
It is reported from Canca that the Christian deputies are preventing Mussulmen from sitting in the Assembly.

The Consuls have notified the party leaders that if the Mussulmen deputies are not allowed to take their seats in the Assembly the consequences will be of the most serious nature to Cretans.

RIOTS AT VALENCIA.

LONDON, May 17th.
Republican riots have occurred at Valencia, in which a police officer was stabbed and killed, and many injured.

MOURNING THE KING.

LONDON, May 17th.
The Royal Family, and the personnel of the Royal Household, attended the farewell religious service in the Throne Room at ten o'clock last night, and were so affected that they were unable to join with the choir in singing King Edward's favourite hymn, "Abide with Me."

TYPHOON WARNING.

Yesterday we received from the American Consulate at Manila a warning despatch from the Manila Observatory yesterday at 11.30 a.m.—Cyclone or typhoon S.E. of Naha, inclining northward.

AIR CRUISERS.

The Cologne airship manoeuvres have proved very successful. The King of Wurtemberg took part in the flight of one of these airships on April 18th, and a fleet of three airships travelled from Cologne to Homburg to greet the Emperor William and manoeuvred in his presence. The Minister of War was aboard one of the airships.

AUSTRALIAN MILITARY FORCES.

Colonel C. M. Kirkpatrick, who accompanied Viscount Kitchener to Australia, and who was Assistant Quartermaster-General in India, has been appointed Inspector-General of the Commonwealth Military Forces.

This appointment is another indication of the serious attention Australia is now disposed to give to military organisation. A natural, but hardly logical, national pride broke out when the Inspector-General should be an Australian officer. That idea has been now abandoned, and, to carry out the system of reorganisation suggested by Lord Kitchener, one of his trusted Staff Officers has been made necessary with the sanction of, if not at the instance of, the incoming Labour Ministry.

BISMARCK'S VIEWS ON WOMEN IN POLITICS.

A statement by Bismarck of his views on the subject of women in politics is published in Berlin for the first time by a Conservative politician, Herr Wolfgang Eisner. He has received it from a German health-resort shortly after his retirement, and who wrote down the great Chancellor's words immediately after the conversation.

"What I have become I have become through my wife," said Bismarck. "I esteem every woman who raises us up, who teaches us religion and morals, who preserves our ideals, and waves heavenly roses in earthly life. What I say to you you will not understand, for you are too young; but recall my words when I am no more."

"I wanted to draw educated women into politics, but for this we are not sufficiently mature. We are still in leading-strings. Women should not dabble in men's work and business, but they should influence him, soothe him, and lead him to what is right. Formerly, politics were pursued in ladies' drawing-rooms; but in most cases those women were not good and pure, and sought to attain selfish aims. Such women I don't want. I want only women with pure hearts."

"The day will come, however, when women will be summoned to collaborate with men. We men are all clumsy. We Germans, especially, are always awkward. We Germans, especially, a clever woman can be silent when she wishes, but she can get many a secret out of an opponent in the course of a gossip chat. A woman who is charmingly true to old asses does not notice that we are saying more than we intended, for everything feminine is superior to us in cunning."

"These utterances are not accepted as being absolutely authentic, although it is admitted that much in the phraseology is pure Bismarckian."

SALE OF LIQUOR DURING PROHIBITED HOURS.

MANAGER OF BELLE VIEW HOTEL SUMMONED.

Before Mr. E. R. Halliday at the Magistrate's yesterday afternoon, Captain W. Winch, licensee and manager of the Belle View Hotel, was proceeded against for selling liquor during prohibited hours.

Inspector Kerr prosecuted, and Mr. F. X. d'Almada e Castro (of Messrs. Almada & Smith) appeared for the defendant, who pleaded not guilty.

Sergeant Pitt stated that at about 2.45 a.m. on the 3rd instant he was on the verandah at Bay View Police Station, when he saw a motor car containing men and women going in the direction of Shaukiwan. He went to the charge-room, got his bicycle, and rode towards Shaukiwan. When opposite the Belle View Hotel he saw a motor car inside the grounds. Witness went within, and just as he approached the motor car the bar-boy came from the direction of the bar with the tray produced in Court, the five champagne glasses, each one with a piece of ice inside and champagne. As the wine was handed to people in the motor car witness said, "Thank you. That belongs to me." A European then came from the direction of the bar and said, "We're in a fix then." Witness then asked for the manager and was informed he was in hospital. He next asked for the person in charge, and saw a Chinese, who informed him that the bottle had been purchased during the day. They purchased three, drank two, and said they would return later for the other one. On Sunday, 1st instant, witness received a telephone message from Inspector Kerr telling him to warn the manager, which he did.

In cross-examination witness said defendant told him, when he was warned, that he was going to hospital. The manager was in the hospital when the wine was seized.

This closed the case for the prosecution.

Mr. Almada said the charge was that the defendant did commit a breach of his publican's licence by allowing liquors to be sold or drunk on his premises at Belle View during prohibited hours. The defendant met P. S. Pitt at Bay View Station, and told him he was going to hospital. Before he left for hospital he gave strict instructions to the servants to have the bar closed before midnight and to sell no wines or liquor whatever after midnight. During his stay in hospital the proprietor was in the hotel and on this occasion he left just after the closing of the bar and gave strict orders that no wine was to be sold. If the boys had disobeyed those orders it was not for the defendant to be found guilty. He admitted that the boy did serve, but said that such sale was not with the permission of the manager or with his knowledge. The onus was upon the prosecution to prove that the defendant did allow liquors to be sold on his premises.

Captain W. Winch, manager of the Belle View Hotel, spoke to going to the hospital with material fever on May 1st. He was on his way when he met Sergeant Pitt at Bay View, and the Sergeant gave him a warning. Previous to leaving, he instructed his servants to see that the place was closed before twelve o'clock, and also ordered them to sell no liquor before 9 a.m.

Mak Nam Woon, proprietor of the Belle View Hotel, stated that on May 1st he received a telephone message from the hotel informing him that Mr. Winch was going to hospital, and requesting him to go to the hotel. He went, and on the night of the 2nd, before returning to town, he gave orders that no drinks were to be sold after closing time.

In reply to his Worship witness said that he was in charge of the hotel in the absence of Mr. Winch, and when he was absent the boy was in charge. From midnight on the 2nd until 4.30 p.m. on the 3rd the hotel was in charge of a boy. A brother of witness, who was bookkeeper of the hotel, was there during the day, and while there he would be in charge.

The further hearing was adjourned until Saturday morning at 11 a.m.

THE EMPIRE'S SHIPPING.

A late Parliamentary publication gives the amount of shipping (total tonnage) entered and cleared at the principal ports in the British Empire. It enables the vexed question of which is the most frequented port (in the British Empire) to be solved. The figures are for 1908—

	Entered	Cleared	Total
London	11,194,073	8,487,641	19,681,714
Liverpool	7,973,123	5,901,594	13,874,717
Hongkong (1)	11,164,386	11,142,731	22,307,117
Tyne Ports	6,842,887	8,783,526	15,626,413
Cardiff	6,027,897	8,850,000	14,877,897
Hull	3,249,121	2,818,239	6,067,360
Glasgow	1,944,520	3,118,366	5,062,886
Southampton	4,043,703	3,878,379	7,922,082
Bombay	1,764,618	1,396,532	3,161,150
Calcutta	1,267,980	1,538,149	2,806,129
Durban	1,630,605	1,527,892	3,158,497
Capetown	1,719,062	1,600,824	3,319,886
Montreal (2)	1,357,948	1,361,689	2,719,637
Victoria (B.C.)	1,353,819	1,415,764	2,769,583
Gibraltar	4,586,142	4,570,854	9,157,000
Malta	4,036,752	4,027,000	8,063,752
Aden	2,958,965	2,947,092	5,906,057
Colombo	6,527,286	6,543,625	13,070,911
Singapore (3)	6,761,019	6,725,152	13,486,171
Panama	2,557,483	2,551,234	5,108,717

(1) Includes Chinese junk. (2) Ocean trade (3) exclusive of warships, transports, yachts and native craft, and inter-empire trade vessels.

There is a marked difference in the amount of shipping entered and that leaving. In the case of Glasgow one could understand the difference because of building. But why should Penang, year after year, clear from 400,000 to 100,000 tons more than enter? Whence come these vessels that do not go into Penang and yet come out of it?

How to be Bismarckian—Keep your complexion. Mrs. Ellen's Cream, Lait Chantant and Special Skin Tonic and Poudre Chantant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

ECCENTRICITIES OF JAPANESE RAILWAY OFFICIALS.

THE ABUSE OF THE SWORD.

The uniform of the railway officials recently adopted seems to have chiefly had the effect of bringing its wearers into ridicule. The Tokyo correspondent of a Japanese paper (quoted by the *Japan Chronicle*) says that in view of the general disapprobation expressed of the new uniform, Baron Goto, President of the Railway Bureau, issued the following instruction to his subordinates on the 4th instant:

"The object of wearing the uniform was fully explained in the regulation issued at the end of last year, so that the railway staff must have been aware of it. It was not supposed that any of those who wore the uniform would misuse it. But of late it has become known that some of the officials cited their duties in the ordinary ceremonial uniform, while others wearing the uniform carry European or Japanese umbrellas. As you are well aware, the ordinary ceremonial dress—frock-coat and silk hat—in private life. Before the adoption of the uniform, none of the staff ever attended their offices in frock-coat and silk hat, therefore it is illogical to wear their ceremonial uniform when performing their daily duties. By doing so they are abusing the sword, and are liable to excite a feeling of ridicule on the part of the public. The wearers of uniforms are the property of being prompt in action and decent in appearance; yet they are not averse to carrying Japanese or European umbrellas. Those who act in this manner are destroying the spirit of the regulation. It has already been explained why they must appear in the ordinary uniform except on occasions of receiving or seeing off distinguished personages. The railway staff in the course of their duties have on many occasions to come in contact with distinguished personages, when they must present a smart appearance and be strict in etiquette. For ordinary purposes, a uniform simple in style and convenient for working purposes, yet at the same time decent, has been adopted. Despite this, some are known to attend to their business with the ceremonial uniform and sword, which corresponds to the frock-coat and silk hat, as stated. Many even wear the sword at flower-viewing excursions or informal private garden parties, and commit the misdemeanor of falling into a drunken stupor and being unable to walk without staggering. Such behaviour is quite at variance with the object of wearing the uniform, which thus becomes merely a vain show. Directors of the Railway Bureau and the Bureau of the Departments are requested to warn their subordinates to correct this abuse."

COTTON PROSPECTS.

The full effect of the disastrous frost in the South of the United States is not yet ascertained, yet no doubt exists that the results will be serious. Millions of acres of cotton, Liverpool brokers, though interested, are wisely inclined to discount the first estimates of American journalism. But even if the actual percentage of the crop lost is low the existing shortage and high prices make the least falling-off in supplies very serious. Every country in the world, but particularly England, has been in recent years enormously increasing its production of cotton. In the ten years from 1900 to 1909 inclusive the number of spindles in operation rose from 105 million to 133 million, and the consumption of cotton from 15 to 19 million bales. Should the consumption this year equal that of 1909 no less than 15 million bales will be required from the United States. This excessive dependence on a single source of supply places the cotton trade in a dangerous position. The production of most raw materials is widely spread, and the manufacturer is not dependent on the climatic policy of a single country. But in cotton, as the Lancashire operatives learnt to their cost at the time of the Civil War, the Southern States rule the markets of the world, and failure or disturbance in that area means starvation in distant industrial centres. Though all countries which manufacture cotton are dependent on this single source of supply is more complete in the case of England than in that of her rivals. Of the total importation of cotton into England 77 per cent. came from the United States, while Germany drew only two-thirds of her supply from that source. The trade is so well established, and communications have been brought to such a pitch of perfection, that the diversion of a considerable portion of the demand to other sources is exceedingly difficult, but the convenience of continuing a deeply-rooted habit does not remove, though it may conceal, the great risk involved in this concentration upon one area for the production of a raw material. Such a storm as this may suddenly reduce the output, and then no favourable seasons in other parts of the world can avail to compensate the loss. Economic prudence alone would suggest the wisdom of straining every nerve to secure a better geographical distribution of the necessary supply. Nor are natural disturbances the only cause for anxiety; at any moment political difficulties may cut off the supply, as it was cut off in 1862. The ensuing loss and suffering can in no way be mitigated. If no other parts of the globe were capable of producing cotton the risk would have to be faced, but as a fact there are several possible fields within the Empire itself, whose development would give a partial alternative. The British Cotton Growing Association is steadily increasing the yield within the Empire, but the work is slow and might well be accelerated. The English spinning industry is more and more being concentrated on the higher counts and has little demand for the rough indigenous cottons of Africa; but there is no reason why the quality should not be improved, for several kinds of seed are found to prosper. The failure of the American supply in 1863 gave a great impetus to these experiments, but with the restoration of peace interest languished until the revival within the last few years. It is to be hoped that the country will not wait for another similar disaster, but will give ample assistance, both public and private, to extended experiments and to rapid development of the supply from sources within the Empire.—*The Times*.

CANNON'S AUTO ALLOWANCE.

It is reported from Washington that careful analysis of the conference report on the legislative appropriation bill as the Speaker Cannon's automobile allowance after all. From the report presented to the two branches of Congress it appeared that the amendment providing for the maintenance of the Vice-President's car had been retained and the amendment relating to the Speaker's car had been rejected.

Technically that is what happened, but as a matter of fact, the \$2,500 appropriation for the Speaker's car was transferred to another paragraph covering expenses of select committees and similar items and was incorporated into a lump appropriation of \$75,000. So it appears that there is to be no discrimination between the Speaker and the Vice-President after all.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. W. Chatham (Vice-President), Hon. Mr. A. W. Brown (Registrar-General), Sir Joseph Fayrer, R.A.M.C., P.M.O., Mr. A. Shelton Hooper, Dr. G. L. Fitzwilliams, Mr. Ng Hon Tsz, Mr. Lau Chu Pak, Dr. F. Clark (Medical Officer of Health), and W. Boven Rowlands (Secretary).

THE DRAFT ESTIMATES.

In connection with the draft estimates the President submitted:—

(1) The statement of the estimates and expenditure for 1909, and the estimates for 1910, and the expenditure during the first three months of 1910. The latter is also compared with the expenditure during the first quarter of 1909.

(2) An analysis of the incidental expenses for 1909.

(3) A statement of increments to the officers of the department to which they will become entitled during the year 1911 if their services have been such that they can be recommended for them.

Mr. Hooper moved—Let a copy be sent to each member and the discussion of same be postponed for quite a week of its receipt.

Mr. LAU CHU PAK—Impossible to digest this mass of figures in a few minutes. The Registrar-General—This is marked very urgent. I have not time to read it now. Please send back when the other members have seen it.

The President—I think copies have been supplied to every member, but we will hardly have time to go through the whole question now. I don't know whether you would prefer that a select committee should go into it and report to the full Board, or whether you would like to discuss the whole matter at the meeting next week.

Dr. FITZWILLIAMS proposed that a committee be appointed to consider the estimates and report to the Board.

The Vice-President seconded, and the proposal was carried.

The committee appointed was composed of the President, Mr. Shelton Hooper and Mr. Lau Chu Pak.

CONTAMINATED WATER.

Correspondence was submitted relative to a well at No. 112, Wellington Street.

The Government Analyst reported—A good deal of impurity is getting into the water, but at present the well is working satisfactorily. Another sample might be taken after three months.

The Medical Officer of Health pointed out—This well is situated on premises that are being fitted up as an eating-house. The amount of nitrogen present at the analyses shows a considerable amount of remote sewage contamination, and I think, therefore, that the applicant should be informed of this, and told that the well should be properly protected with a good kerb, and covered over with a cement covering and a pump fitted. If the water is then found to be fit for potable purposes it could be retained, but if not the pump could then be easily removed and the opening cemented.

The President—I think it is rather hard on the man to expect him to provide a pump if he may have to close the well. He is providing a wooden cover. The well has a kerb.

Mr. Hooper—I do not see any reason to close the well if it were covered and used for washing purposes.

Mr. Hooper—If the well were cleaned out and a kerb and proper covering provided, we might watch the result before ordering it to be closed.

Hon. Mr. HEWITT—Such premises are being used as an eating-house; we can have no guarantee that the water might not be used for cooking. The well should therefore be closed.

Mr. LAU CHU PAK—I agree with Mr. Hooper. No more wells should be closed until an adequate supply has been insured both for drinking and washing purposes.

The Registrar-General—The well should be covered over so that it cannot be used.

The President said it would perhaps be as well to note in this case that the house was an eating-house, and therefore they had to be more particular than in the ordinary tenement houses. They had already watched the result, as mentioned by Mr. Hooper. They allowed the well to remain open after the analysis made in January, and the result of the further analysis made in April showed that the water was contaminated. It seemed to him useless to carry on for a further period.

Mr. Hooper—The well has not been cleaned out, and no cover has been put on since January.

The President—A small wooden cover was provided. It appears to me that the most satisfactory arrangement in the case would be to set on the suggestion of the Registrar-General and seal it, and if at any time it was necessary to open it to clean it out and use it, it would not be necessary to dig a fresh well. If left open to be used for washing purposes, it might also be used for other purposes should their other supply fail.

Mr. LAU CHU PAK—What harm is there in it if they boil the water?

The President—They won't boil it.

Mr. LAU CHU PAK—Chinese always boil their water.

The President—They used to, but I don't think they do now.

Mr. Hooper—I am against closing the well. When we are short of water they cannot even use it for sanitary purposes, and in case of fire these wells are most useful where there is only an intermittent supply.

The Vice-President—The principal mains are always charged.

Mr. Hooper—Yes, but before the water is turned on well water can be used.

The Medical Officer of Health—The well has got a good deal worse since January, but now is the time to clean it out.

Mr. Hooper—I move that the tenant or owner receive notice to have the well thoroughly cleaned, a proper kerb built, and a substantial cover provided to the satisfaction of the Board in lieu of the closing of the well.

Mr. LAU CHU PAK seconded.

The President—Before this is put to the Board you must understand that this man has practically no money.

Mr. Hooper—We have power to serve him with that notice.

Dr. FITZWILLIAMS—I object to the words "to the satisfaction of the Board" because there is no cleaning which would make me satisfied.

The President—Then I think we'll have to take a division on the question as to whether the well be sealed or not.

Mr. Hooper—I proposed a resolution, there is no amendment to it.

The Registrar-General—I move as an amendment that the well be sealed.

Dr. FITZWILLIAMS—I second.

The amendment, on being put to the meeting, was carried by six votes to three, and the motion was lost.

MOUNT AUSTIN NULLAH.

The report of the select committee appointed to inquire into the conditions obtaining at Mount Austin nullah and the water supply collected from that area was presented. It read as follows:—We visited the Pokfulam reservoir drainage area on the 22nd inst., and inspected more particularly the Mount Austin nullah from Mountain Lodge to the Peak tramway, station, and from there to Pokfulam reservoir, following the path leading from Victoria Gap to Pokfulam village. We are satisfied that the house drainage in the above area is satisfactory and that impurities cannot under normal conditions find their way into Pokfulam, but that impurities deposited in storm-water drains on the Peak Road must find their way into the reservoir. Further impurities arising from the traffic along the Peak Road, Harlech Road and Pokfulam path can also cause a contamination of the reservoir. The only evidence of impurities we could trace were in the neighbourhood of Mount Austin Barracks and "Craig Rylie." Opposite the married quarters at Mount Austin some washing, apparently European clothing, was drying on the side of the watercourse, showing that washing had probably been done by the servants of the married N.C.O.s stationed at the barracks in the nullah. At the junction of the causeway running from "Craig Rylie" to the Peak Road we found traces of excreta in the long grass, and on the path leading to the military parade ground a large quantity of building material apparently from the barracks, and also offensive garbage, smelling somewhat like stable manure, from the same place had also been thrown about on an old building rubbish heap. Between the Peak Road and the stream opposite the barracks there was ample evidence of large quantities of building rubbish, bricks, tiles, plaster, etc., having been thrown down the hillside. The rubbish was only partly covered with grass. There was an offensive smell just at the junction of the "Craig Rylie" causeway and the Peak Road. From Mount Austin down to Pokfulam we found no further traces of anything offensive. As a result of our investigations we are of the opinion that this area can never be rendered safe from contamination, and that the only remedy must be in the eventual closing of the reservoir, as these streams cannot be cut out of the catchment area. Meanwhile we are satisfied that every precaution is being taken to prevent contamination as far as possible by means of special patrol by the Public Works Department and the Sanitary Department in addition to the ordinary police patrol. We would suggest, however, that matters might be temporarily improved by stricter supervision on the part of the M.A. in the neighbourhood of Mount Austin to prevent the washing of clothes in the Mount Austin stream adjoining the Peak Road, the removal by the military authority of all building rubbish and other rubbish deposited along the path leading from the causeway at "Craig Rylie" to the parade ground, the fencing in by a fence at least six feet high of this stretch of the Peak Road beginning at least ten yards above the causeway leading to "Craig Rylie" and running down the Peak Road to a point where the path is too high for persons to climb down on to the bank below with ease. Two gates, one giving access to "Craig Rylie," and one to the military parade ground, would have to be provided. A short stretch of the road near the "Umbrella Seat," just above the barracks, should also be fenced off; two gratings over the tunnel under the "Craig Rylie" causeway should be provided, one at either end to prevent persons from entering the tunnel. We have evidence to show that this tunnel has in the past been used by members of the garrison for the purpose of building, the training of the two streams which join at the "Craig Rylie" causeway from their sources for a distance of at least two hundred yards below the causeway to prevent access to these streams by unauthorized persons and also to prevent the breeding of mosquitoes. In conclusion, we would urge that the construction of the low level reservoir at Tytan be pushed on as soon as possible so that the use of Pokfulam reservoir may be dispensed with. We are of the opinion that no authority on sanitation could uphold for an instant the closing of a watershed from which water for drinking purposes is collected as ideal or under any other heading than dangerous, when the

number of possible sources of contamination, the traffic and the number of houses on the area are taken into consideration. We are well aware that this scheme entails a large expenditure, as it will mean the provision of new filter beds at West Point and a new main to Pokfulam in addition to the cost of the new reservoir. But the danger of contamination of the water from Pokfulam reservoir, due to the traffic on the roads mentioned, the possible leakage of sewage from dwelling-houses or the dumping of night-soil in the storm-water gullies, is such that this work should be put in hand at the earliest possible opportunity.

The Hon. REGISTRAR-GENERAL, MINUTED—Are there no dangers to the water supply from other houses situated in the reservoir drainage area?

Hon. DIRECTOR OF PUBLIC WORKS—I cannot recollect any instance in which the water from Pokfulam reservoir has come under suspicion, but the Government Analyst might be asked whether his records show any. There are powerful natural agencies at work in breaking up and destroying any foul matter which may find its way into the streams, and their operation is favoured by the conditions which prevail in the Pokfulam watershed, namely, the roughness and steepness of the stream beds.

The President—It has not been possible so far to obtain any reports from the Government Analyst, but you will notice in the last paper forwarded to-day that the Pokfulam reservoir has come under suspicion. The Analyst has examined a sample of the water, which he says is unsatisfactory for drinking purposes.

Mr. Hooper—Where was that sample taken from?

The President—A tap in the kitchen of the Bonham Road pumping station.

Mr. Hooper—Then it might have got contaminated after leaving the reservoir.

The President—After it left the filter beds. Mr. Hooper moved the adoption of the report.

Mr. LAU CHU PAK seconded, and the motion was agreed to.

RUBBER ROMANCE.

STORY OF KEW GARDENS' GREAT EXPERIMENT.

PORTUNES FROM TREES.

"Kew Gardens" one may imagine a business man of the City saying. "A charming place, no doubt; delightful flowers and all that sort of thing, but purely ornamental."

This impression would be abruptly changed did he know that it was not for Kew Gardens most of the rubber companies which are now earning fat dividends for their shareholders would probably never have had any existence.

The story is quite a simple one. Rubber consists of the dried milk or latex of certain plants. They are distributed in various parts of both hemispheres, where they grow under a variety of conditions, sometimes on hilly land, sometimes on alluvial plains and also in swamps and desert areas. Some of the rubber plants are shrubby in character, others are a climbing habit, but most of those which are of considerable importance form large trees, often measuring nearly a hundred feet in height, and frequently over nine feet in circumference. Of these the Para and Ceara rubber trees of tropical America are the most productive, and Hevea Brasiliensis is the particular species which gives the Para rubber of commerce.

It was in the middle, event that Mr. H. A. Wichham, a planter of great experience, conceived himself that fortunes awaited the men who could cultivate Hevea Brasiliensis in British possessions climatically suited to such purposes, where labour was abundant and transport available. He managed, not without difficulty, to get Kew Gardens and the India Office interested in the project, and was commissioned to collect specimens of the tree from Brazil. He sent them to Kew Gardens on June 14, 1876, and though only a small percentage of the seeds germinated, these were sufficient, and by August 12 Kew was able to send nearly 2,000 healthy young Hevea plants to the Peradeniya Botanical Gardens at Ceylon. Others were dispatched to Singapore, where there is a flourishing botanical gardens. In the following year seeds or saplings were planted in the museum grounds at Kew, and others were introduced to the Kew Gardens, Epsom, and a few years later to Sliwaia, in the same province.

THE PLANTERS' OPPORTUNITY.

There seems to have been very little interest taken in the matter at the time by the planters either in Ceylon or the Malay States. The demand for rubber was easily supplied from South America. And coffee, and later, in Ceylon, tea were far more profitable. But, with a decline in the price of coffee, planters began to look for other sources of revenue, and about thirteen years ago rubber was taken up seriously in the Malay States.

Since then its cultivation has received great and growing attention. In 1900 there were in the Federated Malay States alone about 40,000 acres planted with rubber, at the close of 1906 more than 85,000 acres, between 6,000,000 and 7,000,000 trees at the beginning of 1906, and on January 1, 1907, over 10,000,000. Most of these were the property of the trees originally introduced from Kew Gardens, although the opinion of many, more suitable to the climate and conditions of Malaya, was planted to a small extent.

It was calculated in 1907 by Mr. J. B. Carruthers, the Director of Agriculture in the Federated Malay States, that, allowing for mortality due to the various causes which affect rubber trees—drought, excess of moisture, sudden winds, insect, fungus, and bacterial pests—there would be alive and flourishing in 1912 over 9,000,000 of trees, which, at an average of 11b. per tree, would give about 4,250 tons. These figures, of course, take no account of the planting that has taken place owing to the extraordinary rise in the price of rubber.

STARTING A RUBBER PLANTATION.

The land chosen for rubber estates in the Federated Malay States is, with few exceptions, virgin jungle, and the processes by which it is converted into a rubber plantation, and the results after the same periods have elapsed, vary very little. Upon receiving the grant of land, the rights of freehold, the planter proceeds to get rid of the jungle. This he usually does by contract. During the wet weather all trees are cut, with the exception of certain extremely hard-wooded species, and, sometimes, of a few of the giants of the forest. The undergrowth is cleared

up and piled in heaps near branches, so that when the place is burnt the fire may travel quickly and without stopping. When all has been prepared, after a spell of dry weather has made the place ready for "a burn," a day is selected when there is some wind to help the fire, and if properly arranged it eats up the whole of the timber and branches.

Rubber plants which have previously been in nurseries for some months are now put into the ground. The length of time when they are allowed to remain in the nursery varies with the views of the planter and the time taken to prepare the land. Plants may be removed when they are only a few weeks old, and they may, on the other hand, be transplanted when they are saplings of eighteen months. The tree grows so quickly that at the age of four years it is frequently 50ft. high and 18in. in girth. During the time of preparatory growth, before being topped, the chief cost of upkeep of an estate is the clearing of weeds, and a good planter endeavours to have his fields always as clean as possible.

PROFITS OF PLANTING.

Estimates of the cost of bringing estates into bearing naturally vary exceedingly. The conditions of labour, the contour of the land, and many other factors add to or reduce the cost of opening, planting, and keeping in good condition until the yielding period. One thousand acres should be opened and upkept for seven years at a cost of £22,000, not including the cost of Mr. Carruthers, and in the eight years interest at the rate of 15 per cent. should be earned, which should increase to double that for the ninth year, and go on increasing till 75 per cent, or more should be earned in the twelfth and succeeding years.

This estimate, it should be added, was made three years ago, when there was no expectation of the extraordinary prices which have since been realised for rubber, and which obtainable to the best advantage, likely to prevail for at least two years more.

Topping methods constitute an important factor, and in Ceylon much ingenuity has been expended in devising tapping and proking instruments.

The effect of wounding the tree appears to cause an increased flow of latex towards the injured part, for if the wound be reopened on the following day the yield is nearly always found to be considerably in excess of the normal amount on the occasion of the original tapping, sometimes three or four times as much. Also if the wound is opened again on the third day, the yield is found to exceed that of the second, and generally the yield of the fourth day is more than that of the third.

When large quantities of latex have been obtained in the liquid condition they are removed to a central factory.

REMOVING IMPURITIES.

On arrival the latex often contains a large proportion of foreign matter, such as sand and pieces of bark. These mechanical impurities are removed by filtering the latex through thin porous cloth, or by means of a centrifugal machine made to revolve at great speed. Freed from its impurities, the latex is then either accumulated in settling tanks or placed in conical receptacles. Sometimes it is small, being passed through an apparatus charged with the minute stones from sandalwood logs of which have been soaked with creosote. This operation is often considered advisable in order to prevent subsequent softening of the rubber.

In coagulating the latex different methods are adopted, and after coagulation, when the rubber is soft, pliable and spongy, it is subjected to much stretching and washing, and takes the shape of crepe, biscuit, sheet, worm, or leaf rubber, which has become familiar to the public which has followed the fortunes of the recent years. Whichever of these forms it may be in, the material possesses a large percentage of water, and has to be dried until the moisture is reduced to something like 1 per cent. Some Eastern growers, however, dispense with the drying process and ship their rubber in large rectangular blocks containing as much moisture as the rubber which is exported from tropical America and Africa. Rubber is not so small a part of the world's commerce as it once was, and is becoming more and more important, providing it has been properly treated with antiseptics. —Daily Chronicle.

£700,000 COTTON FRAUD.

An alleged cotton fraud, involving something like £700,000, was brought to light at Liverpool the other day by the discovery of a large number of spurious bills of lading for cotton purporting to have been shipped from the United States.

Although at present considerable mystery surrounds the facts, it may be stated that Liverpool cotton merchants have purchased some 25,000 bales of cotton, valued at nearly £400,000, from an American firm, while another 14,000 bales were purchased by Continental merchants, bringing the total value up to over £700,000.

The cotton was alleged to have been shipped from New Orleans, and against the bills of lading drawn on the Liverpool and Continental merchants have been honoured.

Now it has been discovered that many of the bills of lading are spurious, and that no cotton has been shipped against them.

It is believed that two dozen Liverpool firms are affected, and many of the heads have hurried to the United States to endeavour to investigate the matter. The losses fall in most instances on firms of large capital, who will be able to cover the fraud without difficulty, but some few will be affected to a more serious extent.

One leading firm is said to be involved to the extent of £50,000, but it is hoped by the directors of the Cotton Association that the crisis will be met without failures on this side.

Two years ago the Liverpool Cotton Association complained to the Government of this country and also of America that the nature of the American cotton bills of lading invited fraud, and asked for some remedy.

The British Government refused to act in the matter, and after negotiations with European and American merchants an international committee was appointed and met at Liverpool, the delegates being American cotton exporters and British, French, and Italian importers and bankers.

The committee asked the American Government should enforce the law on a new form of through bill of lading, but this has not been done.

Shippers at New Orleans and other ports have been in the habit of filling in bills of lading and forwarding these with their drafts on banks at this side without waiting for the masters of the steamers or the agents to check the consignments as they were put aboard.

The result has been that many thousands of bills have been directed by those engaged in their handling, and disposed of to outside speculators and resold in the United States.

Within the past few weeks the shortage of deliveries has become pronounced, culminating in the discovery of the heavy loss by the arrival of several steamers which were entirely without consignments for which bills of lading had been forwarded and drafts honoured.

MR. ROOSEVELT IN PARIS.

LECTURE AT THE SORBONNE.

The Times correspondent writes under date Paris, April 21:—

An audience of about 3,000 persons assembled in the great amphitheatre of the Sorbonne on Saturday afternoon to hear Mr. Roosevelt lecture on "The Duties of the Citizen in a Republic." It was an audience entirely composed of the educated classes, including a large element of young students of both sexes and of many nationalities—to judge from the variety of languages which emerged from the bus of conversation while the arrival of the American ex-President was awaited. When Mr. Roosevelt appeared on the platform, accompanied by men who are representatives of all that is eminent in the politics, the literature, the science, and the art of modern France, he was very cordially welcomed by the great assembly, many of whom rose from their seats and cheered him.

He only took his seat at a table in the centre of the platform, and poured himself out a glass of mineral water, while the chairman, the Vice-Rector of the University, rose to say a few words of introduction. On the right and the left of the Vice-Rector and the distinguished guest of the University, or on the front seats of the auditorium, sat many eminent Frenchmen such as M. Loubet, M. Briand, M. Lison, Bourgeois, M. Raymond Poincaré, M. Jusserand, Ambassadeur at Washington, M. Jules Claretie, M. Domergue, M. Hanotaux, M. Douchet, and M. Frédéric Masson. The proceedings were marked by that republican simplicity which commends itself alike to the guest and to his hosts, and has throughout been a feature of the visit.

THE KEYNOTE OF THE ADDRESS.

Mr. Roosevelt, who spoke with perfect ease and was audible to the utmost recesses of the building, carried in his hand the text of his address, typewritten on small slips of paper, and, although he often referred to his manuscript, he did not seem to be reading, especially as he frequently interpolated extempore humor or impressive illustrations and amplifications of his discourse.

He seemed to be entirely at home with his audience, and at the outset struck the keynote of the whole address, which was the duties, the aims, and the aspirations that are common to the citizens of "the only two Republics which are at the same time ranked as Great Powers."

The importance of good citizenship in a democratic Republic, he urged, was paramount. In monarchies or oligarchies more depended upon those who were at the head of affairs, but in Republics like France and America the personal character of the individual citizens, who were in theory and in fact the rulers of the country, was all important. France held a place in the world which was unique in many ways owing to the example which for many centuries her sons had set as chivalrous and valiant soldiers, and as men of intellect, of learning, and of scientific, artistic, and literary genius. Both France and America, however, needed the present day to remember the importance of personal character in the formation of which the highest physical and the highest intellectual efficiency, however admirable in themselves, represented only means toward that great end. Intellectual training in almost all cases failed if it led to isolation or cynicism, which were the marks, not of superiority, but of weakness. It was the man in the thick of the fight who was doing the world's work, and whom posterity would honour—not the mere critic who only succeeded in shunning both victory and defeat.

THE FAMILY.

Every man ought to work. Until he could maintain himself he could not do anything for his nation. It was, moreover, an eminent national duty to propagate the race. "They seed shall inherit the earth" was the benediction of Biblical times, as it was the benediction of our own. Sterility was the worst of scourges, and nothing was more deserving of reproach than voluntary sterility. The most essential necessity was "that the man and the woman should become the father and mother of healthy children, so that the race might increase and the world without number."

Voluntary sterility was a crime arising from selfishness, from the dread of pain and of peril, and it was one which nature in the end would punish more severely than any other. "If we of the great Republics, if we, the free people who claim to have emancipated ourselves from the thralldom of wrong and error, bring down on our heads the curse that comes upon the wasteful of breath to trifle with our achievements, life, no delusion of taste, no material progress, no splendid hoarding up of riches, no sensuous developments of art and literature can in any way compensate for the loss of the great fundamental virtues, and of these great fundamental virtues the greatest is the race's power to perpetuate the race."

GREAT FORTUNES.

After dwelling upon the necessity that a man should work to support his wife and family, Mr. Roosevelt proceeded to deal with the case of those who by great success in business, or by inheritance, placed before them the prospect of material ease. Material wealth, he represented nothing but the foundation, and was worth as unless there were reared upon it the superstructure of a higher life. In a characteristic passage he continued:—

"That is why I decline to recognize the mere millionaire, the man of mere wealth, as an asset of value to any country, and especially as an asset to my country. Wealth, if it is earned or used for the benefit of the race, is a great asset of real benefit, of real use—and such is often the case—why then he does become an asset of worth. But it is the way in which it has been earned and used and not the mere fact of wealth that entitles him to the credit. There is need in business, as in all other forms of human activity, of the great guiding intelligence. Their places cannot be supplied by any number of lesser intelligences. It is a great thing that they should have ample recognition, ample reward, but we must not transfer our admiration to the reward instead of to the deed rewarded, and if what should be the reward exists without service having been rendered the admiration will come only from those who are mean of soul. The truth is that after a certain measure of tangible material success or reward has been achieved the question of increasing it becomes of constantly less importance compared to other things that can be done in life. It is a bad thing for a nation to raise and to admire a false standard of success, and there can be no false standard than that set by the dedication of material well-being in and for itself."

PRIVATE PROPERTY AND THE COMMUNITY.

Mr. Roosevelt, except for a few introductory words in French, had been hitherto speaking in English. He now desired to leave no doubt in the minds of any of his French audience as to his attitude towards the rights of private property when balanced against the interests of the nation. He therefore delivered the following passage, first in English and then in clearly pronounced French, and the second

social was received with a thunderous applause which showed that every word went home.

My position as regards the moneyed interests can be put in a few words. In every civilized society property rights must be carefully safeguarded; ordinarily, and in the great majority of cases, human rights and property rights are fundamentally and in the long run identical; but when it clearly appears that there is a real conflict between them human rights must have the upper hand, for property belongs to man and not man to property.

MOORE, ORATORY, AND JOURNALISM.

In a democracy certain things were often admired for themselves which should be estimated solely on the ground of the use to which they were put. Among these things were the gift of making money and the gift of oratory. Unless the gift of money-making was accompanied by higher qualities it tended to produce one of the least attractive types of citizen in a modern industrial democracy. Similarly, the gift of eloquence was merely baneful, and it was a symptom of weakness in a State if its citizens were too susceptible to the influence of mere words. Eloquence was only valuable when it led to sound action. A kindred force, perhaps even a greater force, in our day was that of journalism, and while its influence could be unambiguously beneficial, there was no condition too strong for the journalist who indulged in falsehood, calumny, or sensationalism, or in offences against good taste and good morals. It was no excuse to allege that there was a public demand for writing which was contaminated by these vices. As well might a dishonest grocer plead that the public relished the adulterated products which he sold them.

There followed a long passage on Socialism, in which the speaker, successively rejected extreme theories of leveling down or of confiscation, and the attitude of rejecting methods of social progress merely because they happened to number among their advocates men who aimed at Utopian reconstructions of society.

THE RIGHTS OF MINORITIES.

Passing to the subject of the rights of minorities, Mr. Roosevelt maintained that there ought to be not only complete liberty in matters of religion and opinion, but also complete liberty for the individual to lead the life he chose, provided always that in doing so he did no wrong to his neighbour. Persecution was odious itself altogether apart from the merits or demerits of the opinion, the class, or the individual persecuted. Class hatred was pernicious. Mr. Roosevelt continued:—

You ought to remember that the arrogant brutality of the rich and the powerful, and the various malice directed against the weak, or power are really and essentially different manifestations of the same disposition—they are only the two sides of the same shield. The dominance of a class, whether it is that of the populace or of an oligarchy, is the ruin of republics. There is no greater need to-day than to keep over in mind the fact that the cleavage between right and wrong runs at right angles to, and not parallel with, the lines of cleavage between class and class.

Politicians who promised to confer benefits upon one class of citizens at the expense of another were not to be trusted. "If a public man tries to obtain your vote by telling you that he will perpetrate some injustice in your interests you may be absolutely certain that if ever he should find it to his own advantage he will perpetrate an injustice against your interests."

Republics needed to "combine intensity of conviction with a large tolerance for differences of conviction."

PATRIOTISM.

The concluding portion of the address was devoted to patriotism and its bearing upon international relations. A truly patriotic nation made the best member of the family of nations. An honest nation ought to treat other nations as an honest man treated other men. It should stand up for its rights, but should respect the rights of others. He could never admit "that political morality differed from private morality, or that a promise made on the platform was different from a promise made in every-day life." A statesman must not resort to deception in international any more than he would in private relations. He had great hopes of international law, though it was still in its infancy and lacked the sanction which enforced private law. For the present, every nation must be the final judge of its own vital interests, and in the last resort must have the will and the strength to withstand the wrong which another would inflict upon it. They were all for peace and justice, but they would not stand fast in a just cause, even if the whole world were in arms against him.

Mr. Roosevelt's peroration was a tribute of homage to the greatness of France and to her eminence in the history of the present age. Any calamity to her would be not only a grief to the United States but a disaster to the whole world. There were lessons of generous valour and of culture which she could teach the world better than any other nation. He quoted Froissart, who had truly said:—"Le royaume de la France se fut enquis de son honneur et n'y trouva rien toujours à qui combattre."

In conclusion, Mr. Roosevelt said:—You have a great task, and I am convinced that you will have a great future. May you long bear yourselves as proud citizens of a nation which plays one of the foremost parts in the instruction and the advancement of mankind.

Mr. Roosevelt attended Divine service to-day at the American Church in the Rue de Barri, where he was given a special seat at the entrance of the choir. The sermon, delivered by the Rev. Chauncy Will Goodrich, was on the virtues of a good Christian.

After the service Mr. Roosevelt was the guest at luncheon of Mr. Jusserand. Among those present were the American Ambassador in Paris and Mrs. Bacon, Colonel Baily-Blanchard, of the American Embassy, Mr. Frank Mason, the American Consul-General, M. Anatole Leroy-Beaulieu, Baron Pierre de Courbier, the Marquis de Las yrie, Count Jacques de Fourtelle, and the President of the American Chamber of Commerce.

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HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the Season will be held on SATURDAY, the 23rd inst.

ENTRIES close to the Hon. Secretary, HONGKONG GYMKHANA CLUB, TO-DAY, at the HONGKONG CLUB, at 7 P.M.

REGINALD F. C. MASTER,
Hon. Secy. and Treasurer.
Hongkong, 17th May, 1910. [648]

NOTICE.

A SUMMONS in MULTIPLE POINDING and EXONERATION has been raised in the Court of Session in Edinburgh (First Division, Lord MacKENZIE, Ordinary, Mr. MOIR, Clerk) at the instance of DAVID ANDERSON SHENNAN, residing at No. 23, Chesham Place, London, the sole surviving Trustee of the late ALEXANDER MILLS DAVIDSON, who sometime resided at La Querencia, St. Catherine's Road, Forres, against JAMES DAVIDSON, Ship Carpenter, sometime in Hongkong, and others as per Bill, and the Lord Ordinary has pronounced the following Interlocutor:—

"13th April, 1910. LORD SALVESSEN. Act 'Anderson. The Lord Ordinary Officiating on the Bills holds the Pursuer and Real Raisers liable only in one and single payment: 'Appoints intimation of the dependence of the Action to be made twice at the interval of a week in the following Newspapers, viz.—'THE SCOTSMAN,' 'THE INVERNESS COURIER,' and 'THE HONGKONG DAILY PRESS,' and appoints all parties claiming an interest in the fund in media to lodge their contentions and claims by the 15th day of June, 1910. Edw. T. SALVESSEN."

Of all which intimation is hereby given.

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FROM EUROPE.

THE Company's Steamship

"DENBIGHSHIRE,"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 23rd inst., at 6 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 a.m. on the 23rd inst. No Claims will be admitted after goods have left the Godown, nor will they be recognized if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 17th May, 1910. [643]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"E. FRANZ FERDINAND,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

The Steamer brings Cargo from Venice ex s.s. "Meteorich," transhipped at Trieste.

Trieste ex s.s. "Africa," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 22nd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 10 a.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WEBER & Co., Agents.
Hongkong, 15th May, 1910. [3]

NEW ADVERTISEMENT

FOUND.

A LADY'S PURSE, between 10 and 12 a.m. on the Premises of D. CHELLARAM, 55, Queen's Road Central.

Owner apply to—
D. CHELLARAM,
55, Queen's Road Central.
Hongkong, 18th May, 1910. [651]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

For SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE I.G.M. Steamship

"PRINZ EITEL FRIEDRICH,"

Captain E. Malchow, will leave for the above places TO-DAY, the 18th inst., at 10 a.m.

For further particulars, apply to—
NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
General Agents.
Hongkong, 18th May, 1910. [5]

THE AMERICAN AND ORIENTAL LINE.

For NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"AFRICAN PRINCE"

will be despatched for the above Port on TUESDAY, the 14th June, 1910.

For Freight and Passage apply to—
ARNHOLD, KARBEEG & Co.,
General Agents.
Hongkong, 18th May, 1910. [650]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 a.m.

All Claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo Ex S.S. "HALLE" from Rio de Janeiro.

Ex S.S. "SCUTARI" from Naples.

Ex S.S. "KONG" from Zanzibar and Mombasa.

Transhipped at Port Said.

NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
General Agents.
Hongkong, 17th May, 1910. [5]

FOR SALE

FOR SALE.

THE Cutter Yacht "BRYNHILDE," as she lies off Ax King's, with all Gear and Stores, Bedding and Mess Trays on Board.

Length over all, 42 feet; Beam, 10 feet 3 inches; Draught, 5 feet.

Lead Keel weighing 7,050 lbs. Teak Built, Copper Fastened.

New Sails, Area about 1,700 square feet.

Large English-built Dinghy, Three Anchors, Chain and Hemp Cables, Two Life Buoys, Compass, Lights, &c.

Complete and ready for sea.

LEIGH & ORANGE,
Princes Building,
2, Des Voeux Road Central.
Hongkong, 31st December, 1909. [106]

FOR SALE.

STEAM Launches, Steel Lighters, Wooden stationery, Steam Cranes (traveling and stationary), Steam Hoists, Lidgerwood Steam Pile Driver, Diving Pump and Dredge, Hand Grabs, Captain's Hand Whistles, Driving Pulley, Bolts and Nuts, Hook Bolts, Clutch Bolts, Barrel Bolts, Galvanized Spikes, File Shoes, Chain Hoists, Iron and Brass Bore, Differance Piles, Rolled Steel Joists, Steel Channels, Corrugated Iron Roofing, Roofing Washers, Angle Iron, Cast Iron Columns (suitable for building construction) White-washing Machines, Canvas Sewing Machine, Patent Fire Escape "WELLS" Light, "KIRSON" Light, Acetylene Lamps, Hand Pump, Theodolite and Leveling Staff, Roneo Duplicator, Comptometer, Telescope (on tripod), Office Desks and Cupboards.

Apply to—
HUGHES & HOUGH,
Auctioneers.
Hongkong, 4th May, 1910. [595]

NOW ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE ——— \$3.

DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING Portions of MARINE

LOTS 31 and 36, at PRATA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply to—
G. FENWICK & Co., Ltd.,
ENGINEERS, &c.,
PRATA EAST, HONGKONG.
Hongkong, 8th June, 1906. [84-163]

PUBLIC COMPANIES

HALL & HOLTZ, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Head Office of the Company, No. 14, Nanking Road, Shanghai, on FRIDAY, 20th May, at 4 p.m., to confirm as Special Resolutions the following Resolutions which were duly passed by the requisite majority at a Meeting held on 28th April, 1910.

1.—That the Capital of the Company be increased to Mexican \$560,000 by the creation of 7,000 additional Ordinary Shares of Mex. \$20.00 each, ranking for dividend and in all other respects pari passu with the existing Ordinary Shares in the Company.

2.—That the Directors be and they are hereby authorised to allot such newly created Shares of the Company as to such as may be applied for, so that each Member shall be entitled to apply for one Share of the new issue for every three Shares already held by him (no issue will be made for a fractional number) and that the amounts payable on such New Shares so applied for should be paid to the Company at such times as the Directors shall appoint.

3.—That the Directors be authorised to dispose of any Shares unapplied for by a Shareholder under the last preceding Resolution within the time appointed for such person or persons and upon such terms as the Directors may think fit.

By Order of the Directors,
H. E. KIMPTON,
Acting Secretary.

Shanghai, 30th April, 1910. [626]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATES No. 2140 and No. 2161 for Five Shares Numbered 42395 to 42399 standing in the Register in the name of JOSEPH MANUEL MUP of HONGKONG having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the 22nd day of May, 1910, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

A. SHELTON HOOPER,
Secretary.
Hongkong, 22nd April, 1910. [558]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATE (Pink) No. 272 for the Balance of Intrinsic Value as on the 31st December, 1908, between One Share of the UNION INSURANCE SOCIETY OF CANTON, LTD., and Ten Shares of the CHINA TRADERS' INSURANCE COMPANY, LTD. Registered in the name of JOSEPH WILLIAM CASHIN, having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the 15th August, 1910, a NEW CERTIFICATE in respect thereof will be issued, and the old Certificate thereafter be held by the Society as Null and Void.

By Order of the Board of Directors,
JAMES WHITTALL,
Acting Secretary.

Hongkong, 13th May, 1910. [630]

NOTICE OF REMOVAL.

WE have this Day REMOVED our Offices to 5, QUEEN'S BUILDINGS, CHATER ROAD, hitherto occupied by the National Bank of China.

E. S. KADOORIE & Co.
Hongkong, 14th May, 1910. [638]

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA

OCHI, MUTABE, HOJO, NAMAZUTA

SATO, SHINNEU and KAMIYAMADA,

Collectors.

SOLE AGENTS FOR

KISHIDAKE, MIYUO and KIGYO

KOMATSU Coal.

HEAD OFFICE:—MARUNOUCHI,

TOKYO.

BRANCH OFFICES:—NAGASAKI,

MOI, KARATSU, WAKAMATSU,

KOBE, OSAKA, SHANGHAI,

HONGKONG, HANKOW,

Cable addresses for above, "TWASAKI"

Codes, A1, ABC 5th Ed., Western Union.

For Particulars apply to
H. OISHI,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909. [574]

TO LET.

"HARPERVILLE" GARDEN ROAD.

LARGE HOUSE, with Tennis

Ground and detached Servants' Quarters. Electric

Light.

Apply to—
PERCY SMITH & SETH,
5, Queen's Road Central.
Hongkong, 4th May, 1910. [596]

TO LET.

NO. 1, OBSERVATORY VILLAS,

Kowloon. Furnished or Unfurnished.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Voeux Road, Central.
Hongkong, 3rd March, 1910. [563]

TO LET

TO LET.

OFFICES, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 2nd February, 1910. [151]

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st May, 1910. [325]

TO LET.

NO. 49, POTTINGER STREET.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Voeux Road Central.
Hongkong, 22nd April, 1910. [555]

TO LET.

FIRST FLOOR of No. 4, Des Voeux Road, recently vacated by Institution of Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 8th March, 1910. [95]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [90]

TO LET.

OFFICES in Des Voeux Road, Central

Apply to—
Messrs. PERCY SMITH & SETH,
5, Queen's Road.
Hongkong, 22nd March, 1910. [440]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [99]

TO LET.

NOS. 19, 23 and 25, SHELLEY STREET,

new 5-Roomed Houses.

GODOWN D. in DUNDRELL STREET.

ONE SMALL GODOWN, in DUNDRELL STREET.

A 7-ROOMED HOUSE in MACDONNELL ROAD, (Hongkong), with Garden, from 1st July or earlier.

NO. 71, WYNDHAM STREET.

ROOMS, in Nos. 15 and 17A, QUEEN'S ROAD CENTRAL, 1st Floor, from 1st May, 1910.

NO. 4, ICE HOUSE STREET, now in occupation of the Nippon Club.

NO. 3, DES VOEUX VILLAS, PRATA.

Newly done up.

Nos. 19 and 23, BELILIOS TERRACE,

newly painted and colour washed, cheap rental.

NO. 9, BEACONSFIELD ARCADE (Shop).

BEACONSFIELD ARCADE, 1 Room on

1st Floor, suitable for Office.

PREMISES at SHAMSHAN, CANTON, lately in occupation of the Canton Kowloon Railway.

FOR SALE:—Tow Quay, at Peak,

commanding a Magnificent View of the Harbour

and Adjacent Islands.

Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 4th May, 1910. [91]

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS,

Nathan Road, Kowloon. Immediate

Possession. Cheap Rentals.

KOWLOON MARINE LOT 46, Yennat,

Area 55,200 square feet with 255 feet Sea

Frontage. Especially suited for Storage of

Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, 1st December, 1909. [474]

TO LET.

NO. 4 BARROW TERRACE, Kowloon.

Apply to—
SPANISH DOMINICAN
PROCURATION.
Hongkong, 10th March, 1910. [383]

TO LET.

A HOUSE in Wong Nai Chong Road.

GODOWNS, PRATA EAST, formerly occupied

by M.B.K.

A HOUSE in Clifton Gardens.

OFFICES in 16, Des Voeux Road Central.

"DAEMOOR," No. 13, CONDUIT ROAD.

A HOUSE in RYAN TERRACE.

OFFICES in No. 2, Connaught Road, 3rd Floor.

NO. 10, DES VOEUX ROAD CENTRAL,

1st Floor.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [87]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (WEDNESDAY), the 18th May, 1910, at 11 a.m., at No. 16, Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon

(For Account of THE CONCERNED),

579 Bales RAW SILK,

More or Less Damaged by Sea Water,

ex s.s. "GOWEN."

TERMS:—Cash on delivery.

GEO. P. LANMERT,

Auctioneer.

FOR SALE

NAPIER JOHNSTONES.

"SQUARE BOTTLE"

WHISKY.



BEWARE OF IMITATIONS
UNPAID FOR
THE SAME TO-DAY AS IN 1745.
150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

THE SWATOW DRAWN WORK CO
17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of
Hand-made Drawn Chinese Linen and
Cotton Cloth. All kinds of Silk of best quality,
Canton Embroidery and Chinese Laces from
the latest French Patterns.
Hongkong, 25th December, 1909. [1432]

THE
DAIRY FARM CO., LTD.
CHOICE AUSTRALIAN
BEEF.
LAMB.
MUTTON.
RABBITS
AND
HARES.
[42]

GRACA & CO.
27, DES VEXES ROAD,
Dealers in
ASIATIC POSTAGE STAMPS AND
PICTORIAL POST CARDS.
JUST Received a Selection of POSTAGE
STAMP CATALOGUE FOR 1910,
Picture and Painting Books, Novels, Postage
Stamp Albums with Movable Leaf, Puzzle Post
Cards, School and Shopping Bags, Dolls, Toys,
Cigars, Cigarettes, &c., &c.
Inspection Invited. [475]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULIN
ARNHOLD, KARBBERG & CO
Sole Agents.
[1535]

BEWARE OF IMPURE WATER.

"PRANA" Sparklet Syphons
enable you to produce the purest,
freshest Soda Water obtainable.
SAFER AND CHEAPER
SOLD BY ALL STORES.
SYPHONS... at \$2.00 each.
BULBS... at 0.90 per box
WHOLESALE BUYERS:
Can obtain at London price from
KWONG SANG HONG, LTD.,
WHOLESALE AGENTS
246 and 248, Des Vexes Road, Central,
Hongkong.
[481]

A LING & CO.
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1546]

A LING & CO.
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
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Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1546]

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Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1546]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1909 £19,121,310.

I. Authorised Capital ... £5,000,000
Subscribed Capital ... 3,276,000 0 0
Paid-up Capital ... 1,212,500 0 0
II. Reserve Fund ... £3,204,753 7 10
The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE and MARINE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 15th January, 1909. [908]

Rowland's Kalydor

Makes your skin soft
and smooth.
You can easily have a clear, velvety,
healthy complexion if you use
**Rowland's
Kalydor**
"For Your Skin."
This world-famous preparation quickly
removes freckles, pimples, roughness,
sunburn, eruptions, and other disorders
of the skin. Perhaps you know how
pleasant it is to suffer from these skin
troubles—but whether you do or not, you
should always have a bottle of Rowland's
Kalydor handy and use it at night and morn-
ing. Get it from your chemist, Rowland &
Sons, 6, Hatton Garden, London, E.C.1.
Rowland's Kalydor, of 6, Hatton Garden,
London, and avoid spurious imitations.

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
593

APIOLINE (CHAPOTEAUT)



LADIES
SAFE
REMEDY
For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and superior to
Tanner, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

A BROKEN-DOWN SYSTEM.
This is a condition for which doctors
give many names, but which few of them really
understand. It is simply weakness—a break-down
of the vital forces that sustain the sys-
tem. No matter what may be its causes (for they
are almost numberless), its symptoms are much the
same: the more prominent being depression,
sensation of prostration or weariness, depression of
spirits and want of energy for all the ordinary
duties of life. Now, what is absolutely essen-
tial in all such cases is increased vitality—vitality
to throw off these morbid feelings, and experience
proves that as night succeeds the day this may be
more certainly secured by a course of
**THE NEW FRENCH REMEDY
THERAPION NO. 3**
than by any other known combination. So surely
as it is taken in accordance with the directions
accompanying it, the shattered health is restored,
the expiring lamp of life
LIGHTED UP AFRESH,
and a new existence imparted to places of that
which has lately seemed worn-out, used up, and valueless.
This wonderful medicine is suitable for all ages,
conditions and conditions; in fact, it is a most
difficult to find a case of disease or derangement
whose main features are those of debility, that will
not be speedily and permanently overcome by this
restorative essence, which is destined to cast into
oblivion everything that has preceded it for this
wide-spread and numerous class of human ailments.

THERAPION
Obtainable
at all Chemists or from The Le Cercle Medicin
Canton, 10, rue de la Harpe, Paris. Price
£1/6. P. 10. Purchasers should see that
the word "THERAPION" appears on British Govern-
ment Stamp (in white letters on a red ground)
affixed to every genuine package.
Therapion is now also obtainable in
DRAGON (TASSEL) FORM.

THE LATE MARK TWAIN.
A COLLECTION OF STORIES.
The following stories of the great humorist
are worth reproduction:—
FUZZLED THE PREACHER.
Mark Twain used to tell a story concerning a
well-known American clergyman who had
preached an excellent sermon. Mark Twain
congratulated him and said it was the best he
had ever listened to. The preacher felt flattered.
"Certainly the very best sermon I ever heard,"
went on Mark Twain. "but, of course, it isn't
original. Why don't you write a sermon like
that yourself, now?"
"Why, I did write it," rejoined the minister.
"Oh, come now," said Mark with a smile, you
mustn't expect me to believe that."
"But I assure you," protested the other, "it
is original."
"Well," asked Mark Twain, "how comes it
that I have an old book at home containing
every single word of your 'original' sermon?"
The minister gazed at his visitor's face in great
perplexity. "I think you are making a mis-
take," said he.
"Very well," said Mark Twain, "to convince
you, I will let you see the book to-morrow for
yourself."
On the following morning a packet arrived
for the clergyman. When he opened it he
found the book in which Mark Twain had found
every word of the sermon. It was a Standard
Pronouncing Dictionary.

THE RETORT CHEERFUL.
Even in times of distress the humorist did not
lose his cheerfulness, and the following story
exemplifies this fact strongly. One day during
his early struggles for success he found himself
in very low water. He was walking in the
street puzzling his brain as to how to meet his
difficulties, when he collided rather suddenly
with a man coming in the opposite direction.
The stranger lost his temper, and angrily said,
"You do that again, and I'll knock you into the
middle of next week." "My dear sir," said
Twain, blandly, "do so by all means. If I can
get through till then without breaking I shall
be all right."

THE LATE MARK TWAIN.

A COLLECTION OF STORIES.

The following stories of the great humorist
are worth reproduction:—

FUZZLED THE PREACHER.

Mark Twain used to tell a story concerning a
well-known American clergyman who had
preached an excellent sermon. Mark Twain
congratulated him and said it was the best he
had ever listened to. The preacher felt flattered.
"Certainly the very best sermon I ever heard,"
went on Mark Twain. "but, of course, it isn't
original. Why don't you write a sermon like
that yourself, now?"
"Why, I did write it," rejoined the minister.
"Oh, come now," said Mark with a smile, you
mustn't expect me to believe that."
"But I assure you," protested the other, "it
is original."

"Well," asked Mark Twain, "how comes it
that I have an old book at home containing
every single word of your 'original' sermon?"
The minister gazed at his visitor's face in great
perplexity. "I think you are making a mis-
take," said he.
"Very well," said Mark Twain, "to convince
you, I will let you see the book to-morrow for
yourself."
On the following morning a packet arrived
for the clergyman. When he opened it he
found the book in which Mark Twain had found
every word of the sermon. It was a Standard
Pronouncing Dictionary.

THE RETORT CHEERFUL.

Even in times of distress the humorist did not
lose his cheerfulness, and the following story
exemplifies this fact strongly. One day during
his early struggles for success he found himself
in very low water. He was walking in the
street puzzling his brain as to how to meet his
difficulties, when he collided rather suddenly
with a man coming in the opposite direction.
The stranger lost his temper, and angrily said,
"You do that again, and I'll knock you into the
middle of next week." "My dear sir," said
Twain, blandly, "do so by all means. If I can
get through till then without breaking I shall
be all right."

MEETING WITH WHISTLER.

It is related that Whistler asked Mark Twain
to his studio to see some of his pictures, and the
humorist, having been previously told that the
painter was a confirmed joker, determined to
test him at his own game. Pretending to be very
dense, he walked up to a painting and began to
criticize it.
"Not bad," said Mark, "but," moving his
hand dangerously near the canvas, "if I were
you, I'd do away with that cloud." The artist
was in agonies. "Take care," he cried, "don't
touch that, the paint's not dry yet." "Oh,
that's all right," said Mark Twain, genially,
"don't you worry, I've got my gloves on."

CAUGHT THE CONJUROR.

On another occasion a well-known conjuror
saw Mark Twain in a hotel, and, thinking the
author did not know who he was, decided to
try the effect of one of his tricks. While Mark
Twain was engaged in cutting a lettuce the
conjuror gave an explanation of surprise, and,
putting his hand among the leaves, drew forth
a valuable diamond ring. But the humorist
was not to be so easily deluded, and telling the
magician that he was always losing things like
that about the place, he called a waitress to him
and solemnly gave her the ring. What the con-
juror said is not recorded, but it took him all his
time to regain possession of his property.

TOO MUCH FOR THE LAWYER.

He was once dining out, and made a speech
brimful of clever jokes and sallies. When he
had finished and sat down amidst roars of
laughter, a certain lawyer rose from his seat,
shoved his hands into his trousers pockets, and
cast a disparaging eye over the company by saying,
"Doesn't it seem strange that a professional
humorist should be funny?" Quick as thought
Mark Twain replied, "And doesn't it seem
strange that a lawyer should have his hands in
his own pockets?"

THE YOUNG MAN AND THE OYSTERS.

Mark Twain had a great dislike to what is
known as "side," and was never so happy as
when he was taking down conceit in anyone.
While dining in a restaurant he once sat at
the next table to two exceedingly self-pos-
sessed young men, who were putting on a great many
airs and graces and giving the waiters an
immense amount of trouble. One of them
gave an order, and then in a commanding
voice asked the waiter to tell the cook who it
was for. "Yes," said the other, "better tell
him my name, too, so as to make certain of
having it all right."

Presently came Mark Twain's chance, for
when the waiter came to his table he said loud
enough for everyone to hear, "Bring me a
dozen oysters and whisper my name to each of
them to make sure it's all right."

A STRAP HANGER.

An amusing story of a compliment paid by
the famous humorist under embarrassing cir-
cumstances is related. He was once standing in
a crowded street-car, clinging to a strap. As the
car swung round a corner the strap broke, dump-
ing him into the lap of a well-dressed woman.
Mark Twain arose and bowed. "Madam," said
he, "this is the first time the street-car com-
pany ever conferred a favour on me."
Once when a New York Central train was
rapidly approaching New York, with Mark
Twain as one of its passengers, a lady sitting in
the seat opposite leaned forward and asked,
"Excuse me, sir, but will you kindly tell me
if this train stops at the Grand Central Depot?"
"Madam," was the reply, "I hope so, I hope
to heaven it does, if it doesn't there will be a
devil of a wreck."

"ONLY MOVING."

When Mark Twain was a young and strugg-
ling newspaper writer in San Francisco, a lady
of his acquaintance saw him one day with a
cigar box under his arm, looking in at a shop
window. "Mr. Clemens," she said, "I always
see you with a cigar box under your arm. I am
afraid you are smoking too much."
"It isn't that," said Mark Twain. "I'm
moving again."

SMOKING AND BAD COMPANY.
Mr. C. J. Guthrie, an eminent Scottish
advocate, and son of the famous Dr. Guthrie,
was talking to Mark Twain, when the latter
asked him: "Do you ever smoke?" "Yes,"
was the reply, when I am in bad company."
"You are a lawyer, aren't you, Mr. Guthrie?"
"Yes," was the answer of the unsuspecting
advocate. "Why, then," said Mark Twain,
"you must be a very heavy smoker, Mr.
Guthrie."

EUROPEAN BREAKFASTS.
Mark Twain's opinion of European cooking
was well known. Just before he sailed for
Italy in 1903, Mr. Chauncey Depew met him
at dinner, and said: "Well, you'll soon be back
where you can enjoy your favourite European
breakfast." "See here," returned the humorist,
in his most serious manner. "If I ever get
down to European breakfasts, do you know
what I'll do? I'll eat a piece of cold fish up
on the chimney, and every morning I'll hop
upon the mantel and pick at it with a tin bill."

THE LATE MARK TWAIN.

A COLLECTION OF STORIES.

It will be just as filling and much cheaper than
a European breakfast.

HIS FIRST FIVE DOLLARS.

A story is told of how he earned his first five
dollars. When a boy he was at a school where
there was an especially severe rule about the
marking of schoolroom desks. Unless the con-
trivert could pay up a fine of five dollars, he was
sure of a severe caning. One day young Clemens
happened to disfigure his desk with sundry
original designs, and was caught by the master
and offered the usual alternative—the fine or the
whipping. He went and told his father, who,
being a kind-hearted man, gave him the five
dollars. Now, five dollars was a large sum to
Master Clemens, and one whipping more or less
did not make much difference. "So that," as he
used to say, "was how I earned my first five
dollars."

MEETING WITH THE KING.

He once told a New York audience that while
temporarily residing in England he was sub-
jected to a tax, and wrote: "a friendly letter of
protest" to Queen Victoria. "I don't know
you," ran the letter, "but I've met your son.
He was at the head of a procession in the
Strand, and I was on a bus."
Some years later he met the King, then
Prince of Wales. They talked together for
some time, and then, when bidding him good-bye,
the Prince said:—
"I am glad to have met you again."

This puzzled Mark, who fancied that his
Royal Highness must have mistaken him for
someone else.

"Why, Mr. Clemens," said the Prince, "don't
you remember that you met me in the Strand
once? I was in a procession, and you were
on the top of a bus."

MRS. CLEVELAND AND THE GOLOSHERS.

At one of the public receptions at the White
House during the second Cleveland Adminis-
tration Mark Twain was presented to Mrs.
Cleveland. On shaking hands with her he gave
her a card, asking simply, "Will you please
sign that?" Mrs. Cleveland glanced at the
card, to find nothing but the words, "He has
not" written across it. She looked in
amused perplexity to Mr. Clemens for some-
thing further, when the latter explained, "My
wife said if I came here I would be sure to
come with my goloshes on; but I haven't, have
I? So I wish you would sign that for me to
give to her." Mrs. Cleveland looked down at
his feet, and then wrote her name on the card.

It will be remembered that on the occasion of
Mark Twain's last visit to England he arrived
upon the same day as that on which the Asot
Gold Cup was stolen. The same evening one
of the newspapers brought out a bill displaying
the following incriminating announcement:
"Mark Twain's Arrival. Asot Gold Cup
Stolen."

The sequel to this incident took place at the
Savage Club dinner in Mark Twain's honour,
when a note was sent to the humorist purporting
to be from a confederate of his in the theft of
the Asot Gold Cup, returning the cup to him
as he was unable to dispose of it. Accompany-
ing the note was a bulky parcel containing an
exact facsimile of the cup, save that for the
seam at the top had been substituted a miniature
bust of Mark Twain.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—
On the 17th at 12.05 p.m.—The barometer
has risen moderately over Japan, and fallen a
like amount over N. China, the Loochoos and
the Bonins.

A depression is situated over the Pacific to
the South of the Loochoos. It appears to be
moving Northwards.

Pressure is highest over the Sea of Japan.
Moderate N.E. and E. winds may be expected
in the Formosa Channel and over the northern
shores of the China Sea.

Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.65 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

Hongkong & Neighbourhood	E. winds, moderate, showery.
Formosa Channel	N.E. winds, moderate.
South coast of China between Hongkong and Loochoos	Same as No. 1.
South coast of China between Loochoos and Hainan	Same as No. 1.

LATEST STEAMER MOVEMENTS.

The str. *Glenlochy* left Singapore on the
14th inst., and is due here on or about the 20th
inst., at noon.

The M.M. str. *Yorri*, with the French Mail
of the 24th inst., and mails from London of the
23rd ult., left Singapore on the 16th inst., at
4 p.m., and is expected to arrive here on
Monday morning, the 23rd inst., and will
probably leave for Shanghai and Japan on the
same afternoon.

The cargo of Silk shipped on board the M.M.
str. *Polytechnic*, which left this port on the 12th
ult., was delivered in Lyons on the 13th inst.

The C.P.R. str. *Empress of China*, which
left here on the 23rd ult., arrived at Van-
couver on the 14th inst., at 8 p.m.

"SOLIGNUM."

A perfect preservative stain for Wood,
Stone and Brickwork.
It protects against Decay, Fungus, Dry Rot,
the ravages of insects and vermin (especially the
white ant) and the action of the weather.

**"SOLIGNUM" REALLY DOES WHAT
IS CLAIMED FOR IT, as may be seen from
the testimonials of the Governments of India,
the Sudan, etc.**

In Drums and Barrels of Various Colours.
Prospectus and all further information from
STEMSEN & CO.,
(Machinery Dept.), Hongkong.
Sole Agents.
Hongkong, 8th December, 1909. [1494]

SINGON & Co.

Iron, Steel, Metal and Hardware Merchants,
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers. General
Storekeepers and Shipchangers. Nos. 35 & 37,
HING LOONG STREET, (2nd St. west of Central
Market). Telephone No. 515. [496]

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG
For Demand Drafts on London on the day of
or preceding the departure of the English
Mails, also Table of the Yearly
Approximate Averages for 35 years
From 1874 to 1909.
Price \$2 Cash. On sale at the "DAILY
PRESS" Office, or Local Booksellers.

For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against Infection.	Calvert's 20% Carbolic Soap. Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.
Perfect Personal Cleanliness.	Calvert's Carbolic Toilet Soap. You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.
Freedom from Skin Irritation.	Calvert's Carbolic Prickly-heat Soap. is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

58

BY APPOINTMENT TO HIS MAJESTY THE KING.

BOVRIL

THE MIGHTY ENERGISER

stimulates, nourishes and sustains without digestive efforts.

The Power of Beef
is in BOVRIL.

[63-3]

COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU
Its refreshing and exhilarating effects are a revelation
to those who have never tried it before.
"WINCARNIS" has a charm all its own, which you
cannot fail to appreciate.
The combination of all that is most nourishing in Beef and Malt
is prepared in Wincarnis gives a TWO-POWER STANDARD
that cannot be equalled for giving Strength and Stamina.
Vitality and Force to Men, Women and Children.
BUY IT TO-DAY
From any leading Chemist.

MUSTARD & COMPANY.
Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [257]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM BOMBAY, COLOMBO AND
STRAITS.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA."
Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at THEIR RISK in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignee will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. "Persia" and
"Mantua."
From Australia ex s.s. "Marmora."
From Calcutta, ex s.s. "Nubia."
From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.
Goods not cleared by the 17th May, at 4 p.m.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an
appointed hour. All Claims must be presented
within ten days of the steamer's arrival here,
after which date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 11th May, 1910.

LABUAN COAL.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, ROTTERDAM & ANTWERP...	MONMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
LONDON, &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 23rd inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BEIRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	About beginning of June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	NOVA	Ger. str.	—	Porcelius	HAMBURG-AMERICA LINE	About middle of June.
STRATIS, COLOMBO, PORT SAID, SINGAPORE, &c.	NOVA	Ger. str.	—	G. Philipp, R.N.E.	P. & O. S. N. Co.	To-day, at 10 A.M.
HAYBE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	—	Eckhorn	HAMBURG-AMERICA LINE	On 10th June.
HAYBE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Kotzé	HAMBURG-AMERICA LINE	On 23rd June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIAN	Frans. str.	—	Riquier	MESSAGERIES MARITIMES	On 24th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HISANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PERING	Jap. str.	—	Selmer	MELCHERS & Co.	On 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SILBIA	Ger. str.	k. w.	A. Christiansen	NIPPON YUSEN KAISHA	On 8th June, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 22nd June, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	H. Formes	MELCHERS & Co.	To-day, at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BURLOW	Aus. str.	—	G. Berguglian	SANDER, WIELE & Co.	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARAGONIA	Ger. str.	k. w.	Meyer	HAMBURG-AMERICA LINE	To-morrow.
NEW YORK & BOSTON	SURUGA	Brit. str.	—	—	DODWELL & Co., Ltd.	About 25th inst.
NEW YORK	AFRICAN PRINCE	Aus. str.	—	—	ARNHOLD, KARRBERG & Co.	On 14th June.
NEW YORK	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 24th inst., at Noon.
SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 4th June, at 6 P.M.
SHANGHAI, JAPAN, &c.	OCEANO	Brit. str.	—	F. W. Davies	NIPPON YUSEN KAISHA	On 11th June.
SHANGHAI, JAPAN, &c.	TAMBA MARU	Jap. str.	—	K. Seto	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
SHANGHAI, JAPAN, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 21st June, at 4 P.M.
SHANGHAI, JAPAN, &c.	CHICAGO MARU	Jap. str.	—	I. Goto	TOTO KISEN KAISHA	To-day, at Noon.
SHANGHAI, JAPAN, &c.	HONGKONG MARU	Jap. str.	—	F. Iscke	MELCHERS & Co.	On 25th June, at Noon.
SHANGHAI, JAPAN, &c.	PRINZ WALDEMAR	Ger. str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	On 21st inst., at D'light
SHANGHAI, JAPAN, &c.	CHANGSHA	Brit. str.	1 m.	M. Windokler	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
SHANGHAI, JAPAN, &c.	KUMANO MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 10th June, at Noon.
SHANGHAI, JAPAN, &c.	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 8th June, at Noon.
SHANGHAI, JAPAN, &c.	YAWATA MARU	Jap. str.	—	D. Lenz	MELCHERS & Co.	About 30th inst.
SHANGHAI, JAPAN, &c.	PRINZ SIGISMUND	Ger. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
SHANGHAI, JAPAN, &c.	AKI MARU	Jap. str.	—	J. P. van Emmerik	JAVA-CHINA-JAPAN LUN	Quick despatch.
SHANGHAI, JAPAN, &c.	TUBODAS	Dut. str.	—	G. Hoeker	BUTTERFIELD & SWIRE	On 22nd inst., at D'light
SHANGHAI, JAPAN, &c.	KUICHOW	Brit. str.	1 m.	F. Mooney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
SHANGHAI, JAPAN, &c.	CHIPSING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI, JAPAN, &c.	CHOSANG	Jap. str.	—	Selmer	HAMBURG-AMERICA LINE	To-day, at 10 A.M.
SHANGHAI, JAPAN, &c.	CLYTON	Dut. str.	—	E. Malchow	MELCHERS & Co.	To-morrow, at Noon.
SHANGHAI, JAPAN, &c.	SUEVIA	Ger. str.	k. w.	B. Cobol	SANDER, WIELE & Co.	To-morrow, at 8 A.M.
SHANGHAI, JAPAN, &c.	P. E. FRIEDRICH	Aus. str.	—	T. Suruga	OAKA SHOKEN KAISHA	To-morrow, at 4 P.M.
SHANGHAI, JAPAN, &c.	E. F. FRIEDRICH	Aus. str.	—	C. D. Goldsmith, R.N.E.	P. & O. S. N. Co.	To-morrow, at 10 A.M.
SHANGHAI, JAPAN, &c.	CHOSHUN MARU	Jap. str.	—	A. Harris	BUTTERFIELD & SWIRE	On 22nd inst., at D'light
SHANGHAI, JAPAN, &c.	ANHUI	Brit. str.	1 m.	Y. Nomura	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI, JAPAN, &c.	SIMLA	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 24th inst.
SHANGHAI, JAPAN, &c.	CHINFA	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	About 26th inst.
SHANGHAI, JAPAN, &c.	YARBA	Frans. str.	—	Hasee	HAMBURG-AMERICA LINE	On 29th inst., at D'light
SHANGHAI, JAPAN, &c.	TOSA MARU	Jap. str.	—	A. Pandor	JAVA-CHINA-JAPAN LUN	On 2nd June, at Noon.
SHANGHAI, JAPAN, &c.	CHERMAN	Brit. str.	1 m.	Y. Yamamoto	OAKA SHOKEN KAISHA	On 10th June, at Noon.
SHANGHAI, JAPAN, &c.	ASSATE	Brit. str.	—	H. Murayama	OAKA SHOKEN KAISHA	Quick despatch.
SHANGHAI, JAPAN, &c.	LIAN	Brit. str.	1 m.	Stewart	DOUGLAS LAFRAIX & Co.	On 25th inst., at 10 A.M.
SHANGHAI, JAPAN, &c.	WESTHALIA	Ger. str.	k. w.	Hodgins	DOUGLAS LAFRAIX & Co.	To-day, at 9 A.M.
SHANGHAI, JAPAN, &c.	FOERWANG	Brit. str.	—	J. Warrack	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SHANGHAI, JAPAN, &c.	TUILLWONG	Dut. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 10 A.M.
SHANGHAI, JAPAN, &c.	SOEUV MARU	Jap. str.	—	R. Hodger	SHEWAN, TOMES & Co.	To-morrow, at Noon.
SHANGHAI, JAPAN, &c.	DAIGI MARU	Jap. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, JAPAN, &c.	HAITAN	Brit. str.	2 h.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
SHANGHAI, JAPAN, &c.	HAITAN	Brit. str.	2 h.	A. Fraser	MELCHERS & Co.	On 24th inst., at 3 P.M.
SHANGHAI, JAPAN, &c.	HAITAN	Brit. str.	1 m.	F. Fenbill	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
SHANGHAI, JAPAN, &c.	YUENANG	Brit. str.	—	S. J. C. Parsons	JARDINE, MATHESON & Co., Ltd.	About end of May.
SHANGHAI, JAPAN, &c.	ZAFIRO	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 31st inst.
SHANGHAI, JAPAN, &c.	TEAN	Brit. str.	1 m.	Boiman	JAVA-CHINA-JAPAN LUN	To-morrow, at Noon.
SHANGHAI, JAPAN, &c.	LOONGSANG	Brit. str.	—	—	—	Quick despatch.
SHANGHAI, JAPAN, &c.	RUBI	Brit. str.	—	—	—	—
SHANGHAI, JAPAN, &c.	BOONDO	Ger. str.	—	—	—	—
SHANGHAI, JAPAN, &c.	BINGO MARU	Jap. str.	—	—	—	—
SHANGHAI, JAPAN, &c.	NAMSANG	Brit. str.	—	—	—	—
SHANGHAI, JAPAN, &c.	AMARA	Brit. str.	—	—	—	—
SHANGHAI, JAPAN, &c.	TIMAH	Dut. str.	—	—	—	—

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"E. FRANZ FERDINAND." Captain B. Cobol, will leave for the above places TO-MORROW, the 19th inst., at Noon. This steamer has splendid accommodation for passengers. Electric light, electric fan in all cabins and carries a doctor and a stewardess. For Freight or Passage, apply to SANDER, WIELE & Co., Agents, Princess Building, Hongkong, 11th May, 1910. [3]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE." Capt. G. E. Warner, will be despatched as above on or about the 25th inst. For Freight, or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 5th May, 1910. [599]



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (Direct).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZUKI, PORT SAID.

(Taking Cargo at through rates to the Brazils, to Persian Gulf, Red Sea, Black Sea, Levant, Venice, and Adriatic Ports).

THE Company's Steamship

"CHINA" 6000 Tons.

Captain G. B. Borgeguglian, will be despatched as above on FRIDAY, the 27th May.

This steamer has splendid accommodation for passengers. Electric light, electric fan in all cabins and carries a doctor and a stewardess.

For information as to Passage and Freight, apply to SANDER, WIELE & Co., Agents, Princess Building, Hongkong, 2nd May, 1910. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PEKAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA." Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 28th May, 1910, taking passengers and cargo for the above ports in connection with the Company's "CHINA" 7912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed by Bombay by the B.M.S. "HIMALAYA," due in London on the 10th July, 1910.

Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 16th May, 1910. [1]

Cutler, Palmer & Co.'s



Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO., HONGKONG.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERE, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"BUELOW" Capt. H. FORMES	Wedday, 18th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	Wedday, 18th May, at 10 A.M.
MANILA, CEBU, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISCKE	Saturday, 21st May, at D'light
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About 30th May.
KUDAT & SANDAKAN	"BOONDO" Capt. F. SEMBELL	About end of May.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

cphgk, 18th May, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
OCEANO	4,657	F. W. Davies	On 11th June.
KUMERIC	6,232	J. Mathie	On 5th July.
AYMERIC	4,653	J. Boyd	On 26th July.
SUEVIC	6,232	F. S. Conley	On 23rd August.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 5th May, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"YARRA" Capt. —	On 23rd May, P.M.
MARSEILLES VIA PORTS	"AUSTRALIE" Capt. Riquier	On 24th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" Capt. Guionnet	On 6th June, P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelotti	On 7th June, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to P. THOMAS, AGENT, Queen's Building, Hongkong, 11th May, 1910.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"MONTEAGLE" TUESDAY, 24th May	"EMPERESS OF BRITAIN" FRIDAY, 1st July
"EMPERESS OF JAPAN" SAT., 4th June	"ALLEN LINE" FRIDAY, 22nd July
"EMPERESS OF CHINA" SAT., 25th June	"EMPERESS OF IRELAND" FRIDAY, 12th Aug.
"EMPERESS OF INDIA" SAT., 16th July	"ATLAN LINE" FRIDAY, 2nd Sept.
"EMPERESS OF JAPAN" SAT., 6th Aug.	
"MONTEAGLE" TUESDAY, 16th Aug.	

"Emperess" Steamships leave HONGKONG at 6 P.M.

"Monteagle" "Emperess" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71 10s. Intermediate on Steamers 243 " " 245.

and 1st Class Railway " " 243 " " 245.

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedlar Street and Praya, opposite Blake Pier.

TODAY.
11 A.M.—Auction of Raw Silk at No. 16, Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, by Mr. Geo. P. Lammert.

FORTHCOMING EVENTS.
Friday, 20th May—Funeral of King Edward Services in Hongkong.
Saturday, 21st May—Twelfth Annual Ordinary Meeting of The "Star" Ferry Co., Ltd., at the Office of Messrs. Gibb, Livingston & Co., 12.15 P.M.

SHIPPING.

ARRIVALS.

CHOYANG, British str., 17th May—Canton.
BUELOW, German str., 5.22 A. Formes, 17th May—Yokohama 7th May, General—Melchers & Co.
DENKHOUSHE, British str., 2.49, W. Barrett, 17th May—London, Straits and Singapore 10th May, General—Jardine, Matheson & Co.
HAIMUN, British str., 6.36, J. W. Evans, 17th May—Swatow 16th May, General—Douglas, Laprak & Co.
HANOI, French str., 7.59, Enhor, 17th May—Haiphong, Yehou and Kwang Chow Wan General—R. B. Marly.
HSING SHUN, Chinese str., 8.08, Markusseir, 16th May—Saigon 12th May, Rice—Dun Ping Koa.
KIANG CHING, Chinese str., 1.02, A. F. Brissander, 16th May—Chinkiang 10th May, General—Chinese.
KORAT, German str., 1.23, W. Schmidt, 17th May—Dongkok 10th May, Rice—Butterfield & Swire.
KWONGKANG, British str., 1.43, P. W. Richard, 17th May—Shanghai 13th and Swatow 16th May, General—Jardine, Matheson & Co.
NORR, British str., 4.19, G. Phillippe, 17th May—Japan 3rd May—P. & O. S. N. Co.
PAKING, British str., 2.52, R. D. Owen, 17th May—Shanghai, 14th May, General—Butterfield & Swire.
PRINZ EITEL FRIEDRICH, German str., 5.00, E. Malchow, 17th May—Bremen 6th April, Mails and General—Melchers & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 17th May.
Anara, British str., for Saengang.
BueLOW, German str., for Europe &c.
ChicAGO MARU, Japanese str., for Keulung.
ChicAGO MARU, Japanese str., for Bangkok.
ChicAGO MARU, Japanese str., for Shanghai.
DenkHOUSHE, British str., for Shanghai.
Haimun, British str., for Swatow.
Haitan, British str., for Swatow.
Haitan, Norwegian str., for Bangkok.
Hong Den, British str., for Amoy.
Hsing Shun, Chinese str., for Canton.
Kueichow, British str., for Canton.
Kueichow, British str., for Shanghai.
Kueichow, British str., for Canton.
Kueichow, British str., for Canton.
Nora, British str., for Straits.
Wakasa MARU, Japanese str., for Shanghai.

DEPARTURES.

17th May.
CATHERINE ARCAR, Brit. str., for Singapore.
CHIYUNE, Chinese str., for Shanghai.
CHONGKANG, British str., for Amoy.
CHONGKANG, French str., for Haiphong.
KIANG CHING, Chinese str., for Canton.
KWANGSE, British str., for Shanghai.
MENELOUS, British str., for Singapore.
PERSEUS, British str., for Nagasaki.
TAMING, British str., for Manila.

SHIPPING REPORTS.

The German str. BueLOW reports: Fine weather and smooth sea.
The British str. DenkHOUSHE reports: Fine weather and smooth sea throughout.
The British str. Haimun reports: Moderate S.W. breeze and overcast sky with thick rainy weather.

VESSELS IN DOCK.

May 17th.
Kowloon Dock.—Union, Peiho, St. Enoch, S.M.S. Cormorant, Shin On, Labin, Rigol, H.M.S. Robin, Carl—Dieterichsen, H.M.S. Virago, C. Apier, Patria, On Lee.
COSMOPOLITAN DOCK.—Sui An.

PASSENGERS.

ARRIVED.
Per Korat, from Bangkok, Mr. Dodge.
Per Hsing Shun, from Saigon, Messrs. Lewis and Danthor.
Per DenkHOUSHE, from

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
STRAITS, COLOMBO, PORT NORD, SAID, MANERILLES and LONDON	Capt. G. Phillips	10 A.M., 18th May	Freight and Passage.
SHANGHAI, NAGASAKI, KOBÉ and YOKO.	Capt. C. D. Goldsmith, R.N.R.	10 A.M., 19th May	Freight and Passage.
SHANGHAI	ASSAYE	About 26th May	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Noon, 28th May	See Special of Call.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 17th May, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HANGKOW	CHIHLI	On 19th May, Noon.
SHANGHAI	FOOCHOW	On 19th May, Noon.
SHANGHAI	AMHUI	On 19th May, 4 P.M.
CHIEFOO and TIENTSIN	CHINHUA	On 22nd May, D'light
MANILA	KUEICHOV	On 22nd May, D'light
SHANGHAI	TEAN	On 24th May, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHENAN	On 26th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before MID-NIGHT on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 18th May, 1910.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	CHOYKANG	Wed day, 18th May, Noon.
SAMARANG	AMARA	Thursday, 19th May, Noon.
TIENTSIN, via TINGTAI & CHEFOO	CHIPSING	Thursday, 19th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Thursday, 19th May, Noon.
MANILA	YUENSANG	Thursday, 19th May, Noon.
MANILA	LONGSANG	Friday, 20th May, 4 P.M.
SHANGHAI, KOBÉ & MOJÍ	FOOKSANG	Friday, 20th May, Noon.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sui. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 18th May, 1910.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIYAN"	AMOI and FOCHOW.	WED'DAY, 18th May, at 9 A.M.
"HAIMUN"	SWATOW	WED'DAY, 18th May, at 10 A.M.
"HAIYANG"	SWATOW, AMOI and FOCHOW.	FRIDAY, 20th May, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
HONGKONG, 17th May, 1910.

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, SYOKOHAMA and KOBÉ	"CANTON"	Middle of May.
MARSHILLES, COPENHAGEN and	"PEKING"	On 26th May.
GOTHENBURG		

For Further Particulars apply to
HONGKONG, 4th May, 1910.

MELOHRS & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBÉ & YOKOHAMA:	FOR MARSHILLES, HAVRE & HAMBURG:
S.S. SUEVIA... 18th May.	S.S. SILEZIA... 30th May.
S.S. WESTPHALIA... 2nd June.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. ARABIA... 15th June.	S.S. BELGEAVIA... About beg. of June.
S.S. SCANDIA... 30th June.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SIBOGA... 15th July.	S.S. SILVIA... About mid. of June.
S.S. SAXONIA... 28th July.	FOR HAVRE & HAMBURG:
S.S. SLAVONIA... 10th Aug.	S.S. SUEVIA... 23rd June.
	FOR NEW YORK AND BOSTON.
	S.S. ARAGONIA... 19th May.

Further Particulars, apply to—
HONGKONG, 6th May, 1910.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJÍ, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMERS	TONS.	SAILING DATES.
S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUJO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
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MARSHILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Eraser, 9,000	WED'DAY, 25th May, at Daylight
	TANGO MARU Capt. A. Christensen, 8,000	WED'DAY, 8th June, at Daylight.
	KAMO MARU Capt. F. L. Sommer, 9,000	WED'DAY, 22nd June, at Daylight.

VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao, 7,000	SATURDAY, 18th June, from KOBÉ.
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VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJÍ, KOBÉ, YOKOHAMA and SHIMIZU	TAMBA MARU Capt. K. Sato, 7,000	TUESDAY, 24th May, at 4 P.M.
	AWA MARU Capt. S. Ishikawa, 7,000	TUESDAY, 21st June, at 4 P.M.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, 6,000	FRIDAY, 10th June, at Noon.
	YAWATA MARU Capt. T. Sekine, 5,000	FRIDAY, 8th July, at Noon.

SHANGHAI, MOJÍ and KOBÉ	TOSA MARU Capt. Y. Nomura, 6,000	TUESDAY, 24th May.
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KOBÉ and YOKOHAMA	AKI MARU Capt. K. Homma, 7,000	MONDAY, 30th May, A.M.
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BOMBAY via SINGAPORE and COLOMBO	BINGO MARU Capt. S. J. G. Parsons, 7,000	TUESDAY, 31st May.
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NAGASAKI, KOBÉ and YOKOHAMA	YAWATA MARU Capt. T. Sekine, 5,000	WED'DAY, 8th June, at Noon.
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CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobé Return.	Moji Return.	Nagasaki Return.
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1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 6th May, 1910.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
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ZAFIRO	2540	R. Bodger	Manila	On 21st May, Noon.
RUBY	2540	A. Fraser	Manila	On 23rd May, Noon.

For Freight or Passage apply to
HONGKONG, 16th May, 1910.

SHEWAN, TOMES & Co.,
General Managers.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS...	JAVA	First half of May	JAPAN	Second half of May
TJIPANAS...	JAVA	First half of May	JAPAN	Second half of May
TJIMAH...	JAPAN	Second half of May	JAVA	Second half of May
TJIKINI...	JAPAN	First half of June	JAVA	First half of June
TJILAWAP...	JAVA	Second half of June	JAPAN	Second half of June
TJILLWONG	JAVA	First half of July	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
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TACOMA via KEELUNG, MOJÍ, KOBÉ and YOKO.	"CHICAGO MARU" Capt. I. Goto,	6,182	WED'DAY, 18th May, at Noon
HAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Fur. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
-----	----------	---------

SHANGHAI via SWATOW, AMOI & FOCHOW	"CHOSHUN MARU" Capt. T. SUBUGA	THURSDAY, 19th May, at 8 A.M.
TAMBUI via SWATOW & AMOI	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 22nd May, at 10 A.M.
ANPING via SWATOW & AMOI	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 25th May, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BOJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

8771 T. ARIMA,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

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TOURS arranged to ALL PARTS of the WORLD.

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Head Office for the Far East:—
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\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

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TAKEN WITH YOUR MEALS

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FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

VESSELS EXPECTED.

THE INDIAN MAIL.
The Indo-China str. Kumang from Calcutta and the Straits left Singapore for this port on the 13th inst.

THE AUSTRALIAN MAIL.
The C.N. Co's str. Changsha left Australia on the 27th ult., and may be expected here on or about the 21st inst.

The I.G.M. str. Prinz Sigismund left Sydney on the 7th inst., at noon, and may be expected here on or about the 29th inst.

The E. & A. str. Eastern left Sydney on the 11th inst. for Queensland Ports, Port Darwin, Timor, Manila and Hongkong.

THE AMERICAN MAIL.
The P.M. str. Manchuria sails from Yokohama on the 14th inst., and is due here on the 23rd inst.

The T.K.K. str. Chitoyo Maru left San Francisco on the 3rd inst., for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 31st inst.

The P.M. str. Asia left San Francisco on the 10th inst., via Honolulu, Japan and Shanghai, and is due here on the 7th prox.

THE CANADIAN MAIL.
The C.P.R. str. Empress of Japan left Vancouver on the 4th inst. p.m., for Hongkong via usual ports of call.

REMARKS.
The P. & O. str. Simla left Singapore on the 15th inst., at 11 a.m., and is due here on the 4th prox.

The H. & A. str. Suezia left Singapore on the 13th inst., and may be expected here tomorrow.

The Bank Line Ltd's str. Kumeric left Victoria, B.C., on the 7th inst., for Hongkong via Japan ports.

The O.S.K. str. Fita-palio left Tacoma on the 21st ult., for this port via Japan ports, and is expected to arrive here on or about the 31st inst.

The O.S.K. str. Tacoma Maru left Tacoma on the 30th ult., for this port via Japan and Manila, and is expected to arrive here on or about the 8th prox.

MUSICAL INSTRUMENTS AND STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS.

ALUMINIUM MANDOLINES FOR HOT CLIMATES.

NOVELTIES OF FITTINGS and STRINGS.

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HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Friday next, the 20th instant, being observed as a *dies non*, the General Post Office will be open the same as on a Sunday.

TUESDAY, MAY 17TH.

Commencing on Tuesday, May 17th, the new 5 cents receipt stamp will be on sale at the Post Office and stamp office. This stamp is not available for postage purposes. No 5 cents postage stamps will be issued after May 19th.

The Yarra, with the French mail of the 22nd ult., left Singapore on Monday, the 16th instant, at 4 p.m., and may be expected here on or about Monday, the 23rd instant.

FOR	PER	DATE.
Amoy and Foochow	Haitan	Wednesday, 18th, 8.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	P.E. Friedrich	Wednesday, 18th, 9.00 A.M.
SIBERIAN MAIL TO EUROPE	Haitan	Wednesday, 18th, 9.00 A.M.
Swatow	Nore	Wednesday, 18th, 9.00 A.M.
Straits and Colombo	Choyang	Wednesday, 18th, 10.00 A.M.
Swatow and Shanghai	Haitan	Wednesday, 18th, 10.00 P.M.
Bangkok	Chicago Maru	Wednesday, 18th, 10.00 A.M.
Keelung, Moji, Kobe, Yokohama and Tacoma	Chicago Maru	Wednesday, 18th, 10.00 A.M.

Europe, &c., India via Taticorin ...
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Letters posted in the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Bangkok	Marie	Wednesday, 18th, 1.00 P.M.
Kobe, Yokohama, Victoria and Tacoma	Oyaga	Wednesday, 18th, 1.15 P.M.
Macao	Sui Tai	Wednesday, 18th, 5.00 P.M.
Shanghai, Nagasaki, Kobe and Yokohama	Denbighshire	Wednesday, 18th, 5.00 P.M.
Swatow, Amoy, Foochow and Shanghai	Choshun Maru	Wednesday, 18th, 5.00 P.M.
Shanghai, Yokohama and Kobe	E. F. Ferdinand	Thursday, 19th, 8.00 A.M.
Singapore	Peking	Thursday, 19th, 9.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	Simla	Thursday, 19th, 9.00 A.M.
Hongkong	Chihli	Thursday, 19th, 11.00 A.M.
Singapore	Amara	Thursday, 19th, 11.00 A.M.
Swatow	Poochow	Thursday, 19th, 11.00 A.M.
Bangkok	Singora	Thursday, 19th, 11.00 A.M.
Singapore, Penang and Calcutta	Namwang	Thursday, 19th, 11.00 A.M.
Macao	Sui Tai	Thursday, 19th, 1.15 P.M.
Tientsin, Chefoo and Tientsin	Chuping	Thursday, 19th, 3.00 P.M.
Shanghai	Anhui	Thursday, 19th, 3.00 P.M.
Manila	Yuenyang	Thursday, 19th, 3.00 P.M.
Swatow, Amoy and Foochow	Haitan	Friday, 20th, 9.00 A.M.
Alcoa	Sui Tai	Friday, 20th, 9.00 A.M.

Manila, Yap, Friedrich Wilhelmshafen, Habanal, Matupi, Brisbane, Sydney, Hobart, Lunenburg, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Print Waldemar	Friday, 20th, 9.00 A.M.
Manila	Titan	Saturday, 21st, 9.00 A.M.
Manila	Zafro	Saturday, 21st, 10.00 A.M.
Manila	Zafro	Saturday, 21st, 10.00 A.M.

Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Siberia	Registration with late fee of 10 cents up to 10.45 A.M.
Manila	Sui Tai	Saturday, 21st, 1.15 P.M.
Chefoo and Tientsin	Kueichow	Saturday, 21st, 5.00 P.M.
Shanghai	Chinhua	Saturday, 21st, 4.15 P.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu, Yokohama, Victoria & Seattle	Tamba Maru	Tuesday, 24th, 9.00 A.M.
Manila	Teau	Tuesday, 24th, 9.00 A.M.

YOU WON'T BE SATISFIED WITH THE SO-CALLED LAMPS "JUST AS GOOD AS OSRAM."

"OSRAM" LAMPS ARE THE MOST-ECONOMICAL LAMPS IN THE COLONY. THE LONGEST AND BRIGHTEST LIFE. AND MANUFACTURED IN GREAT BRITAIN.

BUY BRITISH GOODS AND SAVE 70% OF YOUR ELECTRIC LIGHT BILL EVERY MONTH. OSRAM LAMPS STOCKED IN 16, 32, 50, 100, 200 AND 400 CANDLE POWER.

SOLE AGENTS FOR SOUTH CHINA: **WILLIAM C. JACK & CO., LTD.**, ELECTRICAL ENGINEERS, CONTRACTORS AND IMPORTERS. ALSO STOCKED AND SOLD BY **THE HONGKONG ELECTRIC CO., LTD.** **THE DRAGON CYCLE CO.** **F. BLACKHEAD & CO.** **THE TSANG KWONG CO.**

HONGKONG TIDE TABLE.				HONGKONG METEOROLOGICAL REGISTER.			
From May 18th to 24th, 1910.				Hongkong Observatory, May 17th.			
High Water.	Low Water.	High Water.	Low Water.	Barometer	Thermometer	Wind	Direction
Wed. 19	10.10	4.10	11.01	29.81	29.80	29.79	SSW
Thurs. 20	10.10	4.10	11.01	29.81	29.80	29.79	SSW
Fri. 21	10.10	4.10	11.01	29.81	29.80	29.79	SSW
Sat. 22	10.10	4.10	11.01	29.81	29.80	29.79	SSW
Sun. 23	10.10	4.10	11.01	29.81	29.80	29.79	SSW
Mon. 24	10.10	4.10	11.01	29.81	29.80	29.79	SSW
Tue. 25	10.10	4.10	11.01	29.81	29.80	29.79	SSW

The Cigarettes of Distinction Bouton Rouge and Felucca



A LUXURY TO THE MAN OF TASTE.

IN 50'S & 100'S

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80 PER 100

FROM ALL TOBACCONISTS.



SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 17TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, salt&sel.
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$11	\$11, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$2, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$3, buyers
CORPORATIONS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 132.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$64, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62.
Loon-King-Mow C. Spin. & Weav. Co. Ltd.	8,000	Tls. 100	Tls. 100	Tls. 74.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250.
Dairy Farm Company, Limited	40,000	\$74	\$6	\$19, buyers
DOCKERS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$58, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$60, sellers
New Amoy Dock Co., Limited	10,000	\$64	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 77.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 122.
Green Island Cement Co., Limited	400,000	\$10	\$10	\$74.
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$25.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$107.
Hongkong Ice Company, Limited	5,000	\$25	all	\$150, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$21, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$177, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$113, sal. & buy.
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$74.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$5	\$345, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 110.
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$250.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$102, sellers
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$84, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$84, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$15, buyers
Philippine Co., Limited	50,000	\$10	\$10	\$160, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$178, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$23, sellers
ROBINSON FINANCIAL CO., LIMITED	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$8, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$73, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	30,000	\$15	\$15	\$30, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	71 1/2, £6.10.
Shanghai and Tientsin Navigation Co., Ltd.	60,000 def.	\$5	all	71 1/2, £6.10.
Shanghai and Tientsin Navigation Co., Ltd.	2,000,000	\$1	\$1	\$5, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$25, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$25, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$64, sal. & sel.
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$114, sellers
Union Waterboat Co., Limited	100 fiders	\$10	\$10	\$300.
RUBBERS.—				
Singapore and Johore	—	—	—	\$22 (Sta.)
Batavia	—	—	—	\$22 (Sta.)
Pagoda	—	—	—	\$55 (Sta.)
Alagass	—	—	—	7/.
Anglo-Malay	—	—	—	31/6
Cassidella, fully paid	—	—	—	120/.
Highlands and Lowlands	—	—	—	145/.
Kamunings	—	—	—	10/- prem.
Kuala Lumpur	—	—	—	210/.
Ledbury's	—	—	—	100/.
Linggis	—	—	—	37/6
Sapong	—	—	—	85/.
Shelford	—	—	—	200/.
Sungei Kapur	—	—	—	135/.
United Serdangs	—	—	—	80/.
Bukit Kajangs	—	—	—	45/- prem.
Eastern and International	—	—	—	9/.
London Ventures	—	—	—	45/.
Sumatra Farms	—	—	—	100/.
Morlemans	—	—	—	100/.
Batu Tiges	—	—	—	100/.

LIENS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,220	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

May 17th.

ON LONDON.—	
Telegraphic Transfer	194
Bank Bills, on demand	194
Bank Bills, at 30 days' sight	194
Bank Bills, at 4 months' sight	194
Credits, at 4 months' sight	194
Documentary Bills 4 months' sight	194
ON PARIS.—	
Bank Bills, on demand	227
Credits, at 4 months' sight	231
ON GERMANY.—	
On demand	184
ON NEW YORK.—	
Bank Bills, on demand	43
Credits, at 60 days' sight	45
ON BOMBAY.—	
Telegraphic Transfer	134
Bank, on demand	135
ON CALCUTTA.—	
Telegraphic Transfer	134
Bank, on demand	135
ON SHANGHAI.—	
Bank, at sight	74
Private, 30 days' sight	75
ON YOKOHAMA.—	
On demand—Pesos—88	
ON MANILA.—	
On demand—Pesos—88	
ON SINGAPORE.—	
On demand—Pesos—88	
ON BATAVIA.—	
On demand—Pesos—88	
ON HAITI.—	
On demand—Pesos—88	
ON SAIGON.—	
On demand—Pesos—88	
ON HONGKONG.—	
On demand—Pesos—88	
SOVEREIGNS, Bank's Buying Rate	\$11.10
Gold Leaf, 100 fine, per tael	\$37.50
SILVER, per oz.	\$2.48

—

SUBSIDIARY COINS.

		Per cent
Chinese	20 cents pieces	\$9.21 discount
Chinese	10	\$9.59
Hongkong	20	\$9.10
Hongkong	10	\$9.38

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General Agents of the "Gasmotoren Fabrik, Deutz." Original "OTTO" Motors for Gas Benzin, Petroleum, Kerosine, Gasoline, etc.

DEUTZ SUCTION GAS Installations of unequalled economy.	GENERATOR GAS	DIESEL MOTORS. Boat Motors, Motor Locomotives, etc. 90,000 MOTORS of 780,000 H.P. and 5700 Suction Gas Installations of 235,000 H.P. already erected.
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45 years experience in Motor Building. Always in Stock at Hongkong or Shanghai:—Installations up to 60 H.P. Prospectus, Estimates, etc. Free.

OPIUM.		MUNZER & FILS, BORDEAUX.	
Quotations are:—	May 3rd.	CLARETS AND COGNACS.	
Malva New	\$2,700/2,750 per picul	FOR AGENCY APPLY TO	
Malva Old	\$2,740/2,760	HUGO C. A. FROMM,	
Malva Older	\$2,770/2,790	HAMBURG.	
Malva V. Old	\$2,800/2,820		
Portian fine quality	\$1,400/1,500		
Portian extra fine	\$2,500/2,600		
Patna New	\$2,500 per chest		
Patna Old	\$2,500		
Benares New	\$2,500		
Benares Old	\$2,500		
STEAMERS PASSED THE CANAL.			
April 22nd—Persia, Priam, Shimosa, Simla, Sunda. 26th—Beneluch, Beneluch, P. E. Friedrich. 29th—Briagavia, Nemmon, Telemachus, Yarra. May 3rd—Ahi Maru, Benlaucis, Indrapachi, Pembrokehire, Persia, Sombia, 6th—Malla, Manila, Nippon, Ping Buey, Westphalia, Yangtze. 10th—Beneluch, Elmshire, Ghazi, Olanowit, Sikh, York, Kilmuir, 13th—Armand Rohle, Hyson, Mishima Maru, Miyazaki Maru, Prins Ludwig, Ezeiza.			

Printed and Published by ALFRED NORMAN KEMP for the Proprietor at 104, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.